
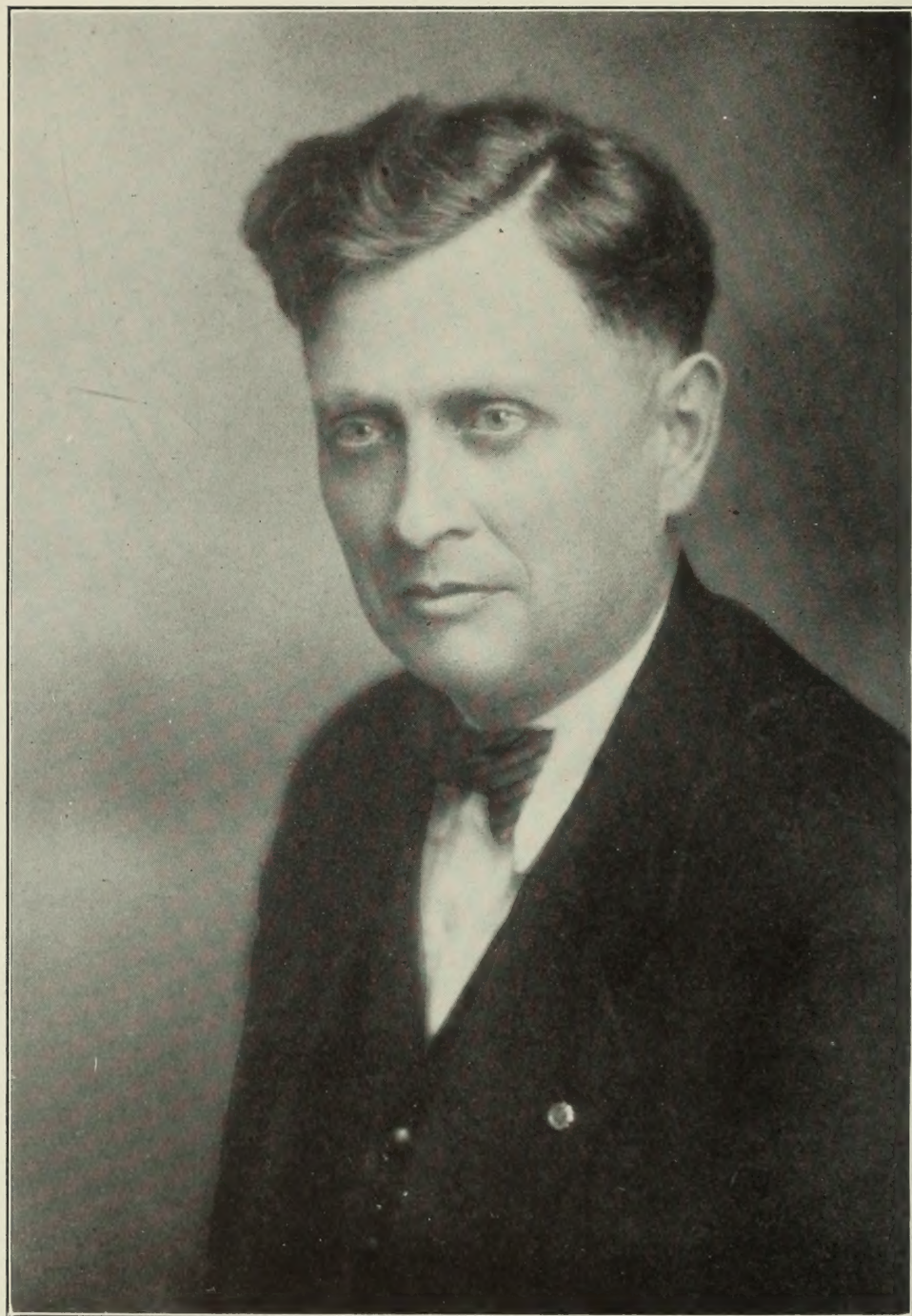


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JACK MOORE WILLIAMS

HISTORY
of
VERMILION COUNTY
ILLINOIS

BY
JACK MOORE WILLIAMS

IN TWO VOLUMES

ILLUSTRATED

VOLUME ONE

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PREFACE

From the time that the first white settler cast his lot within the borders of what is now Vermilion County to the present, stretches a period of years marked by the most momentous events in the world's history. Since that time the territory now comprising Vermilion County has changed from an unbounded waste, rich in potential greatness, but all undeveloped, into an empire in extent and a kingdom in wealth, prosperity and the influence of its people.

In the preparation of this history former publications of a kindred nature and newspaper files have been freely consulted in an effort to reconcile some of the discrepancies of earlier writers. In many instances the aid of men, long residents of the county and authorities on these particular subjects, have been invoked, and the writer takes a reasonable pride in having grouped in sequence the story of Vermilion County, which includes the salient facts of old histories, a wealth of new material, and a history that follows the course of the county from that day in 1819, when the first log cabin was erected, down to the beginning of 1930.

Although the writer realizes that in a work of this scope sins of omission have been committed, yet he trusts that the accuracy of this history is commensurate with the effort that has been made to make it what it is. There has been no attempt at fine writing, but only an earnest effort to tell in plain simple language the story of Vermilion County, its institutions and its people.

The histories of Vermilion County by Hiram W. Beckwith and the later one by Miss Lottie Jones, the Centennial Book by Clint Clay Tilton, and the History of Hoopeston, by S. V. Cox, published by the Chronicle-Herald, have been sources of considerable material, as well as have been the files of the Commercial News, the Morning Press, and other old newspaper files.

If this history proves of interest to the present generation, and a source of study and reference for future generations, the writer will feel repaid a hundred fold for the time and effort expended.

The writer wishes to acknowledge his indebtedness for valuable assistance to Lieut. Charles M. Crayton, Hon. James A. Meeks, Larkin A. Tuggle, H. Ernest Hutton, W. S. Dillon, W. H. Hackman, Charles M. Woodbury, Juanita Martin, Hud Robbins, Clint Tilton, and all others whose cordial cooperation has made the preparation of this work a pleasure rather than a task.

Were these volumes to be dedicated to some one individual, the editor knows of none more deserving of this honor than Clint Clay Tilton, to whom he owes much for whatever degree of success that may be accorded to this history.

JACK MOORE WILLIAMS.

Danville, Illinois.

March 11, 1930.

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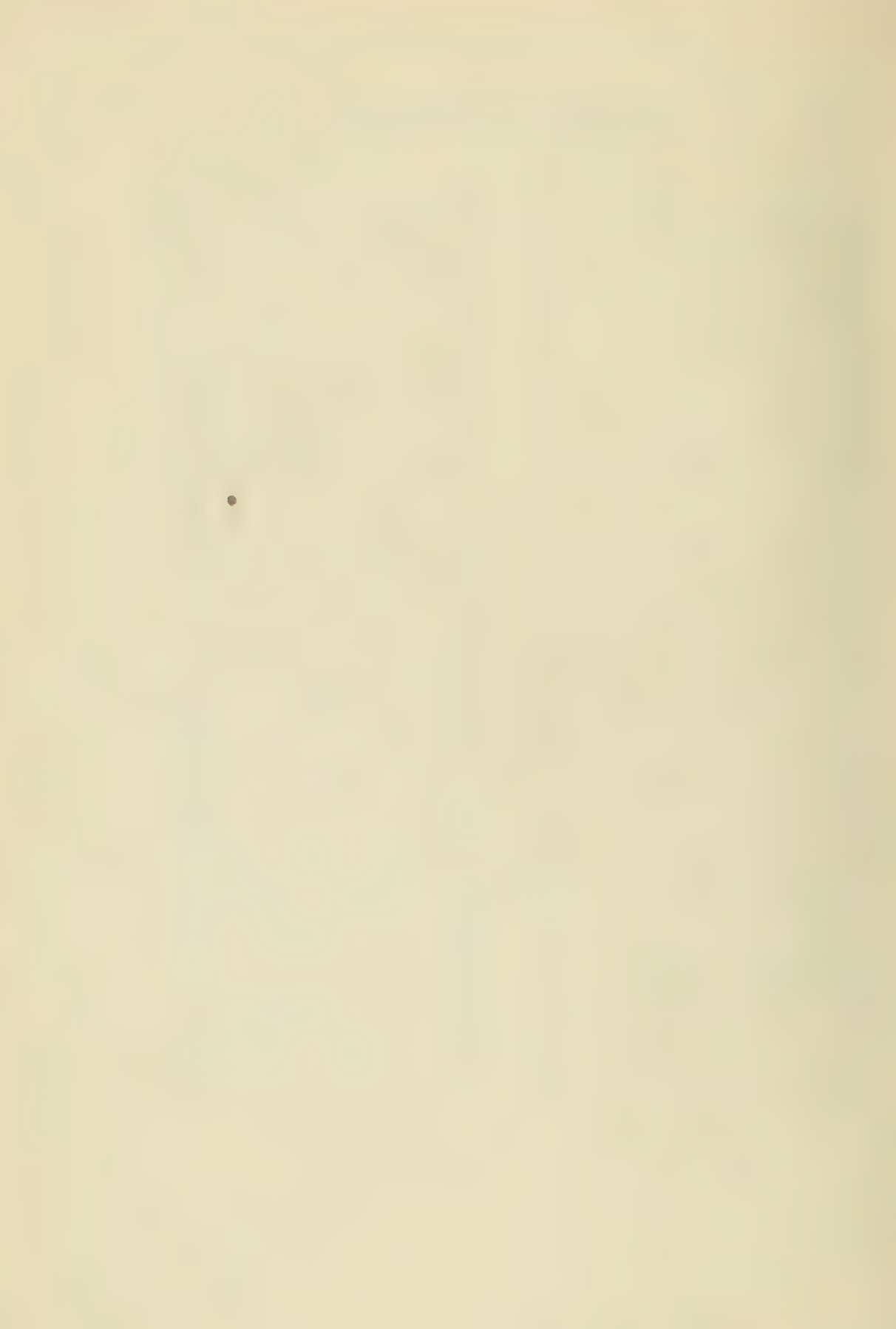
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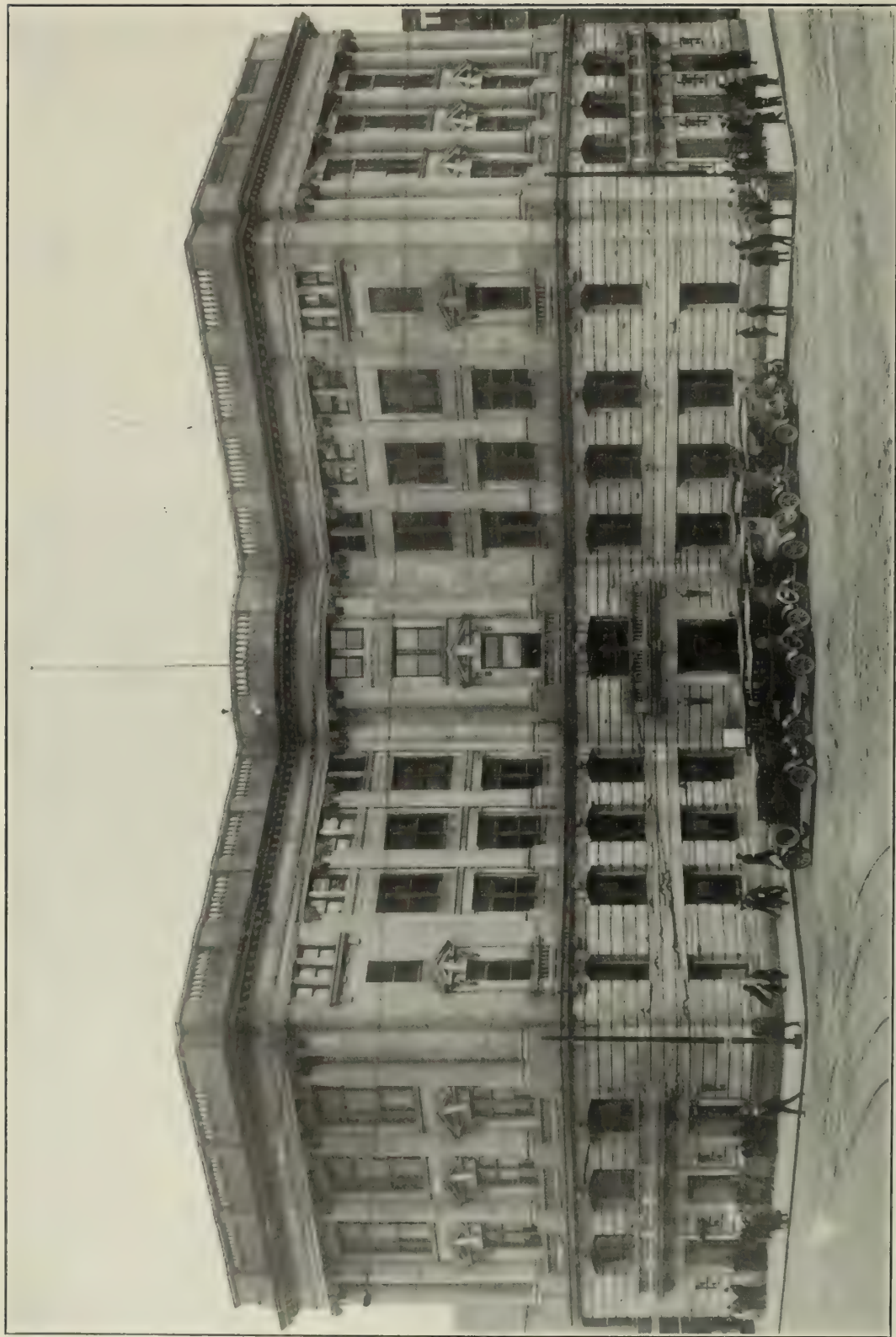
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The flags of four nations have waved their way across what is now Vermilion County—France, by right of discovery; England, by right of conquest; our own American colors, also by right of conquest; and Spain, by what might be described as hope of conquest.

Indian tribes, chiefly the Piankeshaws, the Pottawatomies and the Kickapoos, left their imprint upon Vermilion County, their habitations ranging from the "Vermilion Salines" to the mouth of the Vermilion River, where it flowed into the Wabash River.

The "Salines" were known to the Indians from the earliest days and the French explorers and fur traders, who in advance of civilization's march traversed this territory.

The "Salines of Vermilion" are referred to in early French records as far back as 1706. They were on the historic Detroit-Kakaskia trail and was a stopping point of the hardy Frenchmen in the days when Fort de Chartres was the center of French power in the Mississippi Valley.

Old records in Montreal, Canada, reveal the fact that Jesuit Fathers visited the "Salines" in 1750 and found a large Indian village, extending from a point west of the "Salines" to within six to eight miles of where the Vermilion empties into the Wabash River, and occupying both sides of the Vermilion River.

The French records show an advanced stage of civilization in those days, many of the Indians having rude cabins, instead of wigwams, and raising corn, or maize, and pumpkins, in small fields enclosed with brush fences, indicating an attempt at individual ownership of the land, even among the savages.

The French flag was followed by the British flag and the Illinois country had been won to the American flag by George Rogers Clark, when it was invaded by a Spanish force on its way in 1781 from Saint Louis, the capital of New Spain, to the British fort on the Saint Joseph River in Michigan.

Sixty-five Spanish cavaliers, under the command of Don Eugenie Peurre, Don Carlos Tayon and Don Luis Chevalier, set out from Saint Louis to capture the British fort. Their "invasion" of American territory on the way to the British fort was probably due to ignorance, but had the troop of adventurers been large enough to occupy the territory crossed, international complications might have arisen, for the "invaders" did capture and destroy the British fort.

The miniature army camped three days at the "Vermilion Salines," according to old Spanish records, two of these days being spent in conference with the Indians in an effort to induce them to acknowledge Spanish sovereignty.

The Spaniards met with failure and on the third day a battle was fought with the Indians, in which the "invaders" were beaten and forced to go on their way. Several cannon balls, of foreign make, found a number of years ago imbedded in the bluff near the "Salt Works," furnished the corroboration for this story.

From Michigan, the Spaniards returned to the Kankakee River, built some boats and floated down the Kankakee, the Illinois and the Mississippi Rivers to Saint Louis and home.

It is interesting to speculate upon the possible trend of history had the Spaniards been successful with their negotiations with the Indians at the "Vermilion Salines," or in the battle that finally closed the conference.

Even with the defeat at the hands of the Indians here, had the Spaniards pressed their claim to the territory between Saint Louis and the Michigan fort captured from the British, the resultant history may have been different.

One cannot but have admiration for the courage of the little group of Castilian cavaliers, who set out so bravely to march so many hundred miles to vent their feelings upon the British, and in the romance of Vermilion County, the Spanish "invasion" should ever be an interesting chapter.

Fur trading had its place in the Indian settlement of this territory, even as salt was a factor in the settlement of this section by the white people.

Fur trading was far in advance of the coming of civilization. Traffic in furs did not have for its objective any part in the coming of the white settlers. It was only after the fur business had gone into a decline that other factors served to draw the pioneer.

The first mention in French records of Indians in this territory came with the discovery of the upper reaches of the Mississippi River June 17, 1673, by Father Marquette, the French missionary-explorer. He descended the Mississippi to the mouth of the Arkansas River, then returned and ascended the Illinois River, being the first white man to make the journey and to return to Lake Michigan by way of the Chicago portage.

At the mouth of the Des Moines River, Father Marquette and his party met a party of natives, who called themselves Illini, which word in their language meant "men."

Conversation was held with these natives in the Algonquin dialect. The Illinois Indians were a subdivision of the Algonquin family and closely allied to the Miami. They occupied the central and western portions of what is now the State of Illinois.

From the early French records it would appear that the Miami originally belonged to the Illinois nation and that they came from the west to the Mississippi River, where they split, the Miami spreading eastward as far as Ohio and the Illinois Indians remaining west of the Wabash River.

The great Miami confederacy, formed for protection against enemy tribes, comprised the Miami, the Weas and the Piankeshaws. The latter Indians were found along the Vermilion River as early as 1718 by French explorers.

It is the history of the Piankeshaws that concerns Vermilion County and it is the Piankeshaws that probably occupied this territory the longest and were most concerned with the battle of the French and the English for the fur trade of this immediate territory.

Encroachment of English traders from the eastern colonies upon the French trade with the Indians and the successful efforts of the English to win the Indians away from their first white friends, the French, resulted in the French order to seize all English traders found west of the Alleghanies.

In 1751, four English traders were captured on the Vermilion River and sent to Canada. The Piankeshaws, however, were almost completely won over by the English by 1752 and on Christmas day of that year killed five French traders in their village along the Vermilion River.

A French detachment was sent to the Vermilion to secure the effects of the slain men and found that the Piankeshaws had decamped. The bodies of the five men were found on the ice.

This act of the Piankeshaws, history records, was in retaliation of the killing, unjustifiably, of four Piankeshaws on the Illinois River by the French and four more had been placed in irons.

The French claimed that a Frenchman and two slaves had been killed the previous day by Piankeshaws, but the eight men seized, four of whom were killed, disclaimed any knowledge of this act.

The whole Miami confederacy became pro-English and the claim was made by the French that the British paid the Indians for the scalps of two French soldiers.

Many of the Piankeshaws, following this estrangement from the French, withdrew from the Vermilion and the

Wabash Rivers eastward to the Big Miami. "Old Britton," the Piankeshaw king, who unquestionably ruled the Piankeshaws when they lived along the Vermilion, was killed by the French in an attack upon the Miami village, Pickawillany, on the Big Miami. His body was boiled in a kettle and eaten by the Indians who were with the French in retaliation for the murders by his braves of the French traders on the Vermilion and at Vincennes.

"Old Britton's" successor as king of the Piankeshaws was his son, "The Turtle," who is believed to be the great Miami chieftain, "Little Turtle," the ages corresponding and the Piankeshaws being members of the Miami confederacy.

The Piankeshaws, out of all the Indian tribes of this territory, were friendly to the colonists in the American Revolution. It is believed that their stronghold on the Vermilion River was practically abandoned when the greater part of them followed their king to the new home in western Ohio, although Gurdon Hubbard and four traders, employes of the American Fur Company, who came to the present site of Danville in 1819 declared they found a Piankeshaw village here.

The same year, the new comers at the "Vermilion Salines," reported there was a Kickapoo village north of the spot now known as Glenburn, west of Danville, and which was known to the traders and early settlers as "Kickapoo Flats."

The Treaty of Paris, February, 1763, which gave all this territory to the English broke the French hold on North America, although the French still retained some territory.

This downfall of French rule may have brought many of the Piankeshaws back to their old homes on the Ver-

milion River, for in June and July, 1765, George Croghan, sent by the English to conciliate the various Indian tribes and win them over to the English, was at a Piankeshaw village on the Vermilion River and there met Pontiac, perhaps the Indians' greatest Chieftain.

This meeting followed the collapse of Pontiac's efforts to unite all the Indian nations and oust the English. He was a natural leader with vision enough to see that the English would eventually destroy the Indians.

The French were traders and Pontiac had watched their passing with regret, for the English were more domineering and demanded land for settlement.

Croghan and his party were captured near Vincennes by Kickapoo Indians, spurred on by French traders at Ouitanon, a former French post on the north side of the Wabash River, between Covington and Lafayette, and believed to have been near Independence.

The English were taken to Vincennes and later brought to what is now the site of Danville, where they met Pontiac and his party on their way to Fort Chartres. Pontiac had failed several months before in a personal attempt to capture Detroit and many of his former followers had deserted him.

Croghan, already at Ouitanon, had held conferences with the Weas, Piankeshaws, Kickapoos and Mascoutins and won them over to the English despite the fact that he was a captive.

Orders were then received to take Croghan to Fort Chartres, and his captors and the members of his party retraced their steps westward as far as Danville, where they met Pontiac, with a party of Iroquois, Delaware and Shawnee deputies.

The official records do not give the place of this meeting, but the fact that north and south and east and west trails converged in the vicinity of the "Vermilion Salines" and that there was a large Indian village stretched along the Vermilion River lends credence to the fact that the present site of Danville was where Croghan and Pontiac first met and conferred, Pontiac agreeing to surrender possession of the northwest territory to the accredited agent of Great Britain.

Both parties returned to Ouitanon where the treaty between the English and the Indians was agreed upon and which was later ratified at Detroit. It should be mentioned here that Fort Ouitanon, while garrisoned by a detachment of English soldiers following the surrender of the French to this territory in 1763, was captured by Pontiac's Indians, while the French still retained Vincennes and Fort Chartres.

This territory, of which Vermilion County is now a part, provided little of historical interest after Mr. Croghan's success, until the American Revolution, when the English from the western posts of Vincennes, Kaskaskia and Detroit, incited the Indians against the frontier settlements.

It is probable that the Kickapoos predominated in this immediate section, living in close harmony with the Piankeshaws and the Pottawatomies. It is claimed that there was a mixed Kickapoo-Pottawatomie village on the banks of the Vermilion River, near its junction with the Wabash River.

Of the three tribes, the Piankeshaws are credited with not taking any decisive action against the Americans, but it became necessary to win all the Indians over to the side of the colonists, and next in importance to this county

comes the expedition of General George Rogers Clark, who in the summer of 1778 took possession of Kaskaskia and Vincennes.

It was only necessary to conciliate the Indians and the French and at Cahokia treaties of peace were concluded with the Piankeshaws, Ouitenons, Kickapoos, Illinois, Kaskaskias, Peorias and other branches of other tribes that inhabited the country between Lake Michigan and the Mississippi River.

Piankeshaws, Kickapoos and Pottawatomie Indians from the Vermilion River villages were undoubtedly represented at this council, and there is also no question but that fur traders traversed this immediate country regularly. The French traders and residents of the various posts were not averse to the occupation of the country by the Americans, because of their memory of the domineering manner in which the English supplanted them in control of the country, and the French carried more influence, despite their being vanquished by the English, with the Indians.

On December 15, 1778, the English again occupied Vincennes through Henry Hamilton, the British lieutenant-governor of Detroit, who had an "army" of about thirty British soldiers, fifty French volunteers and four hundred Indians from the Michigan post.

Clark, at Kaskaskia, realized the danger to his forces with the English at Vincennes, took immediate action and on February 24, 1779, the fort and town were surrendered and the English force made prisoners of war.

Clark then held possession of the northwest until the close of the war and in this way secured possession of this valuable territory for the new American republic. At the treaty of Paris, which followed the close of the Revolutionary War, only the fact that Clark had conquered this coun-

try and was in undisputed military possession of it at the time impelled the British commissioners to relinquish their claim.

It is probable that had General Clark not been successful in his plan to capture Vincennes and Kaskaskia and make peace with the Indians, that this country would have still been retained as British territory after the Revolutionary War and we would still be governed from Canada.

It is difficult to realize the importance of this phase of the American Revolution, so far away from the principal seat of operations, in fact Virginia appeared to be the only one of the embryo states of the new republic that did recognize the necessity for wresting this territory from British control and this entire country became a part of the new State of Virginia and was designated by the Virginia Assembly as Illinois County.

It was following the success of the Clark expedition that the Spanish "invasion" of the Vermilion country was staged by a group of adventurers from Saint Louis, but that "invasion," described in the forepart of this chapter, was in nowise an attempt to invade American territory. The Spanish force had for its objective the capture of the British fort on the Saint Joseph River in Michigan and the leaders did not know when they staged the battle near the "Vermilion Salines" with the Indians that this territory had been conquered by the Colonists.

CHAPTER II

INDIAN TROUBLES AND TREATIES

HOSTILITY OF THE INDIANS CONTINUES—GENERAL ANTHONY WAYNE—PEACE CONFERENCE—GENERAL PUTNAM OF THE OHIO COMPANY—SILVER MEDALS AS PEACE TOKENS—"OLD KICKAPOO TOWN"—TECUMSEH AND HIS PLAN—THE HARRISON CAMPAIGN—BATTLE OF TIPPECANOE—DEFEAT AND DEATH OF TECUMSEH—SUCCESSFUL TREATIES WITH THE INDIANS.

Following the close of the Revolutionary War and the Treaty of Paris, the United States continued to have trouble with the Indians of this territory, who still considered themselves allies of Great Britain.

Great Britain made no provisions for her Indian allies after the close of the war and in the absence of any treaties with the new United States, the Indians continued hostilities.

General Anthony Wayne was finally appointed military commander of the northwest and under his jurisdiction, General Putnam, an agent of the Ohio Company at Marietta, Ohio, volunteered his services to negotiate treaties of peace with the Indians of this country, after three peace messengers had been murdered.

At Vincennes on September 27, 1792, the first peace treaty between the United States and the Wabash tribes as the Indians of this section were known, was negotiated

by Putnam with the Eel Creek, Wea, Pottawatomie, Mascoutin, Kickapoo, Piankeshaw, Kaskaskia and Peoria tribes.

General Putnam, according to government records, carried with him besides a quantity of goods for presents, "the following silver ornaments: Twenty medals, thirty pairs of arm and wristbands, twelve dozen of brooches, thirty pairs of nose jewels, thirty pairs of ear jewels, and two large white wampum belts of peace, with a silver medal suspended to each, bearing the arms of the United States."

Participation of the Indians of the Vermilion river in this peace conference has been proven by the finding of a medal, identified as one suspended to one of the wampum belts, in the old Kickapoo Indian burying ground near the mouth of the Middle Fork of the Vermilion River, four miles west of Danville in April, 1855.

This medal, a thin plate of silver, was hand engraved, the coat of arms of the United States appearing on one side and on the other, an illustration depicting an Indian, having cast away his tomahawk, offering the pipe of peace to a white man. In the background was to be seen a white man plowing. It bore the date, "1792."

In the same grave was found another medal, obviously of British origin, of pure silver and struck with a die. It weighed nearly four ounces. On one side appeared the coat of arms of Great Britain and the other the bust of George III.

This medal has been identified by the custodian of medals in the British museum, London, England, as having been struck from a die made either in 1786 or 1787, many of which had been presented to the Indians.

Kesis, a Kickapoo chief, who was one of the Indian leaders at the Vincennes meeting, stated in his speech at the conference that his village was a day's walk below Ouitanon, and this is believed to have meant the mixed Kickapoo and Pottawatomie village at the mouth of the Vermilion River.

The same Indians also occupied "Old Kickapoo Town," within a short distance of the burying ground where the medals were found, this village not having been abandoned until 1819, and it is believed probable that the medals were taken from the grave of Kesis.

The finding of the British medal and the establishment of its date of issuance also brings to light the interesting fact that following Clark's successful treaty with the Indians at Cahokia in 1783, the British continued to work among the Indians inciting them to hostilities against the colonists and probably being responsible for the warlike attitude that finally led to the Treaty of Vincennes in 1792.

The Treaty of Vincennes, however, was not ratified by the United States senate because of objection to the fourth article, which recognized the right of the Indians "to their lands, as being theirs and theirs only," although this article was almost literally in the words of the instructions given General Putnam by the Secretary of War.

This led to negotiations for a second treaty in which the Indians refused to take part unless their British allies were invited to participate.

The British invaded the Ohio country and started building a fort on the Maumee river, and General Wayne promptly moved his forces from Fort Greenville, won a decisive victory over the Indians and destroyed villages and fields the whole length of the Maumee and the Au Glaize.

Several military posts held by the English within American territory were surrendered early in 1796, and General Wayne took possession of them in the name of the United States.

Before the surrender of the British posts, the defeated Indians met with General Wayne in 1795 at Fort Greenville and signed a treaty, which curtailed their lands and in which the Indians for the first time acknowledged themselves as the children of a new father, "The Fifteen Fires," as they called the United States.

Peace was followed by a tide of immigration which in 1800 poured into the territory of Ohio and led to the separation of part of its lands and the creation of the new Indiana territory. Chillicothe was the seat of government for Ohio and Vincennes of the Indiana territory.

Ohio became a state in 1802 and Michigan was separated from it and made a part of the Indiana territory, of which General William Henry Harrison, then a delegate in congress for the old Northwest territory, and in later years to become the ninth president of the United States, was appointed governor.

General Harrison had served with Governor St. Clair, who preceded General Wayne and also served as an aide-de-camp with Wayne. He understood conditions in this part of the country and was personally acquainted with practically all the Indian chiefs.

He dealt squarely with the Indians, but recognizing the onward tide of western immigration, he gradually curtailed their land holdings and constantly stood between the white settlers and the red men. Early settlers of Illinois, Indiana, Ohio and Michigan, called him the "Father of the west."

Early in 1806 a new thorn in the side of the white settlers appeared in the person of Tecumseh, a Shawnee Indian of marked ability, who conceived the idea of an Indian confederacy, similar to that formed by the vanquished Pontiac years before, and which would stop the westward flow of white settlers and retain for the Indians their lands.

Tecumseh possessed great ability and he did his advance work through his brother, known as "The Prophet," who claimed to have been deputed by the Great Spirit to restore the Indians to their former standing. He worked upon the superstitious side of the Indians, promising them immunity from bullets and harm if they would become his followers.

This conspiracy was first started at Greenville, Ohio, and two years later, in 1808, the Prophet and his adherents moved to a point on the Wabash River, near the mouth of the Tippecanoe, building a village on a tract of land he claimed had been granted them by the Pottawatomies and the Kickapoos, but which in reality was owned by the Miamis.

The hand of the English traders was seen in this conspiracy, silver medals continuing to be distributed among the leading chiefs, the Indians being taught that they still were the children of the English king.

Tecumseh had a strong ally in Blue Jacket, a great Shawnee warrior, and the two spread the doctrine that all the tribes must be combined to prevent the sale of land by a single tribe. They held that the treaty of Greenville was an admission that the lands were owned jointly by all the tribes and that the United States had no right to deal with a single tribe. They also urged the Indians to join the British in the event of war with the United States.

The Indians visited Detroit once a year where the government paid them an annuity. Where the United States gave an Indian a dollar, the British officials across the river at Sandwich would give them ten dollars, the result favoring Tecumseh's plans and arousing in the Indians an ambition to wipe away the disgrace of their defeat by General Wayne.

In April, 1809, Tecumseh, through his brother, the Prophet, called upon the Indians "to take up the hatchet against the white people, to destroy the inhabitants of Vincennes and those on the Ohio, who lived as low down as its mouth and as high up as Cincinnati, telling them that the Great Spirit had ordered them to do this, and that their refusal would result in their own destruction."

Through traders and his own friends among the Indians, General Harrison was kept fully informed of the progress of the Prophet's teachings and the progress of Tecumseh's plans.

Joseph Barron, interpreter for General Harrison, and the man who is responsible for the first efforts to develop the "Vermilion Salines," which he had visited first in 1801, was sent to the Prophet's town to try and convince them that it was hopeless to oppose the United States. There he met Tecumseh, who listened to his speech.

The mission was a failure, Tecumseh taking the stand that the lands belonged to all the Indians and not to any one tribe or individuals. However, following this stand, which today would be labeled as communism, the Indian leader agreed to meet General Harrison at Vincennes and on August 12, 1810, but this conference saw no relenting of Tecumseh's attitude, and from that date there was open warfare between the Indians and the whites.



AMOS WILLIAMS, SR.

The hundreds of Indians living at the Prophet's town grew bolder and more insolent and the murders of white settlers finally aroused the government. General Harrison was ordered to march with a military force to the Prophet's town, but only to use force when all other methods failed.

Governor Harrison left Vincennes September 26, 1811, with a force of nine hundred men, composed of the Fourth United States Regulars, a body of militia and one hundred and thirty volunteer dragoons.

October 3, this force reached the old Wea village on the Wabash, which had been known by French traders as Terre Haute, where he began the erection of Fort Harrison, named after their leader at the request of the officers. This fort was completed October 28.

Meanwhile, messengers of peace dispatched to the Phophet's town were treated with insolence and the Shawnees, Winnebagoes, Pottawatomies and Kickapoos gathered there, refused to disperse. Depredations continued and on October 29, Governor Harrison moved up the Wabash, crossing Raccoon Creek at Armysburg, and ferrying his army over the Wabash at the mouth of the creek on boats sent up the river for that purpose.

The army camped November 2 two miles below the mouth of the Big Vermilion, and a mile below a blockhouse was erected, this being garrisoned with a sergeant and eight men. The boats were left in charge of this garrison.

November 3, the army crossed the Vermilion River and entered the prairies, the route passing just east of State Line and from there to Crow's Grove where the army went into camp for the night.

Governor Harrison hesitated to use the "pass' over Pine Creek, because of the danger of ambush, and finally

his army crossed at a new point a few miles higher up, which is now known as "Harrison's Ford." The evening of November 5, the army camped within ten miles of the Prophet's town.

The sixth was spent in working the army over rough ground and in endeavoring to talk to the Indians who swarmed about the soldiers. The Indians declined to talk and took every opportunity to insult the soldiers.

Capt. T. Dubois, with an interpreter, was sent to the Prophet to make a last effort to bring about peace. The Indians refused to talk and tried to cut off the captain from the army.

Governor Harrison abandoned all hope of peace and gave the order for attack. Three Indians then approached and advised Governor Harrison that the Prophet wished to avoid hostilities and had already sent messengers with pacific messages, these messengers having sought the governor on the wrong side of the river.

Hostilities were suspended until the morrow and the army went into camp on Burnett's Creek, the spot now being famous as the Tippecanoe battleground, about eight miles north of Lafayette, Indiana, and about two miles from the Indian town.

As was the custom, Governor Harrison arose at four-fifteen o'clock the morning of November 7, and two minutes before he would have issued the order for the men to be called, the encampment was attacked by the followers of the Prophet.

There were a little more than eight hundred Americans in the battle and the killed and wounded numbered one hundred eighty-eight. Many of the wounded died because of the Indians' bullets having been chewed so that they would lacerate the flesh. It is estimated that fully eight hundred

Indians took part in the battle. A few days before the battle all the Kickapoos of the prairie and bands from the Pottawatomie villages on the Illinois River and the Saint Joseph River in Michigan had joined the Prophet's force.

The seventh was spent by the Americans in burying their dead, caring for the wounded and fortifying the camp. On the eighth it was discovered that the Indian town had been abandoned. The extent of the Indian fatalities was never known, but it must have been large for the soldiers fought courageously. The clothing, hat and even the hair of Governor Harrison were cut by bullets as he personally directed the battle.

The Indian town extended for a mile through a fine cornfield. Hogs and poultry were found running through the village. Six wagonloads of corn were hauled away from the village and two thousand bushels were destroyed. Everything that could be used was removed from the village and was burned.

Wounded soldiers were dying every day and the army was handicapped by inadequate transportation facilities, and finally camp equipment and baggage was thrown away by both men and officers.

It is claimed that dead soldiers were buried along the line of march back to the blockhouse below the mouth of the Vermilion River, Governor Harrison starting the return trip November 9, and reaching the blockhouse November 13, after suffering from hunger. The sick and wounded were sent to Vincennes by boat and the main army reached that city November 14.

Tippecanoe ranks as one of the most important battles ever fought against the Indians of the middle west, and it is credited with being the opening battle of the War of 1812

with Great Britain, although war was not declared until the following June.

Following the opening of war between England and the United States, the British met with success after success until the entire Northwest Territory was in their control, with the exceptions of Fort Wayne and Fort Harrison, the latter being the fort erected by Governor Harrison at Terre Haute.

Tecumseh was at the height of his career and he determined to lay siege to the two American forts. Governor Harrison had been appointed military commander of the Northwest, succeeding General William Hull, who surrendered Detroit to the British. Relief was sent to Fort Wayne and Tecumseh bent his efforts to capture Fort Harrison, where Kickapoos and Winnebagoes were the only Indians to join in the battle. The Indians met with failure, even after firing the blockhouse and soon after Tecumseh met defeat and death in a desperate battle with Harrison in Ohio.

The confederacy immediately went to pieces and the Indian leaders hastened to make peace. Both Pontiac and Tecumseh, in their fight to check the westward flow of immigration finally met defeat in the vicinity of Detroit on British soil.

When peace was concluded in 1815 between England and the United States, the old boundary lines remained intact without the loss of a single acre. With the coming of peace immigration received a new impetus and Indiana was admitted as a state December 11, 1816, and Illinois followed into statehood December 3, 1818.

The campaigns of Generals Harmar, Scott, Wilkinson, Saint Clair, Wayne and Harrison gave the soldiers and volunteers a first-hand knowledge of the mid-western prairies and might well be termed exploring expeditions.

As soon as the Indian titles to much of the land were extinguished, settlers poured into the new country, Illinois last, even before government surveys could be made.

At Saint Mary's, Ohio, on October 2, 1818, a treaty was concluded with the Pattawatomies, which gave all this territory to the United States. Metea and Kesis and thirty-two other principal chiefs signed the treaty, Kesis being in control of the Indians along the Vermilion. Kesis is believed to have been at the head of the mixed Kickapoo and Pattawatomie village on the Vermilion River.

At Edwardsville, on July 13, 1819, a second treaty was signed with the Kickapoos, to remove any possibility of the Kickapoos setting up any claim to the territory. Another treaty was signed August 30, 1819, at Fort Harrison between the United States and "The Chiefs, Warriors and head men of the tribe of the Kickapoos of the Vermilion."

Kaanakuck, known as "The Drunkard's Son" and later as "The Prophet" because of his adoption of Christianity and his preaching of Christianity to the Indians, was one of the signers of this last treaty. He lived in this vicinity and was a friend of many of the early settlers of Danville. "La Ferine," another Kickapoo chief who signed this treaty, was also of the Kickapoos of the Vermilion.

A treaty had been signed with the Piankeshaws December 30, 1805, and these Indians had not participated, except perhaps in isolated instances, in the Tecumseh uprising.

These successive treaties clearly established the rights of the United States to this territory, and the romance of fur was quickly followed by the romance of salt.

In this chapter, I have given as concisely as possible the story of what is now Vermilion County up to the coming of the first real white settlers.

Unquestionably hundreds of white men visited this section in the one hundred and fifty or two hundred years preceding the ending of the Indian claims to the land. They were traders in fur and adventurers without the incentive to locate permanent homes, and the unsettled condition of the territory served as an effective bar against permanent settlements, even though the British were more prone to locate homes than the French.

The Piankeshaw, Kickapoo and Pottawatomie Indians who lived along the Vermilion River and at other points in what is now Vermilion County were vital factors in the struggle of the red men of the middle west against the ascent of white supremacy.

I have read many hundreds of pages of history and spent many hours in research for the brief chapter in which I have earnestly striven to picture to the twentieth century civilization of Vermilion County the patchwork of history that has brought about this age.

I have omitted much of what I regard as unimportant details, in that they may concern Vermilion County. I have devoted considerable space to the development of Indiana, especially the Harrison campaign and the battle of Tippecanoe for the reason that I regard them as important in the steps that led up to the settlement of this county.

I have read considerable contradictory history, but contradictory only in minor details. I have given here the facts as I see them. If I have erred, the reader will pardon me. I am sure, for after all, it is the main steps in the development of a community that are essential, and there is always danger of becoming lost in a maze of petty details and getting off the main trail that leads from the beginning to the entrance into a new age.

CHAPTER III

THE FIRST SETTLEMENT

THE NEW CIVILIZATION—NOVEMBER 17, 1819—THE ORIGINAL HOME BUILDER—SEYMOUR TREAT—OTHER WHITE SETTLERS—IMPORTANCE OF SALT—THE BLACKMAN CLAIM—"VERMILION SALINES"—ABANDONMENT OF THE SALT WORKS—VANCE TAVERN—RUSH OF NEW SETTLERS IN 1821—THE FIRST MARRIAGE—BACKGROUND OF THIS EARLY SETTLEMENT.

The birds had heeded the call of the Southland.

Already the wonderful autumn coloring of the forest was fading away in the face of the approaching winter.

There was a crispness in the air that brought a welcome relief to the man as he drove the clumsy dug-out upstream with long, powerful strokes.

He faced a woman, home-spun dress, face shaded from the sun and protected from the increasing cold of the waning afternoon; her eyes straight ahead, both curious and hopeful as to the future, yet watchful of their little brood, with an observing eye upon the little pile in the front of the pirogue, which represented everything they owned in the world.

Slowly the homely craft was driven upstream, the high-wooded banks of the Wabash River barring the view of the open country. Only the swish of the paddle in the hands of the man, her man, broke the silence of the autumn afternoon.

The prow of the dug-out was turned to the left with a powerful sweep of the man's paddle and the woman watched as they entered a smaller stream, her vision of the land that lay beyond still barred by the forest-lined banks.

Lowering November skies lent strength to the man's weary arms. The day was waning. Already the sinking sun was hidden by the wooded banks and the gloom of the evening was upon the little river craft.

Mile after mile, the heavily-laden pirogue ploughed its way against the current. A child fretted, quieted by the woman's hand. Husband and wife conversed sparingly. The sound of their voices seemed to desecrate the silence of the wilderness.

The husband pointed out a landmark here, remembered from his scouting trip up the same waters scarce a month before.

There was a crash through the underbrush, some animal frightened by the Heralds of a civilization to come.

The dug-out came to a stop against the bank of the stream. Two men appeared and extended helping hands to the woman and the children. Quickly the little pile of provisions, tools and other personal property was unloaded, the boat was made fast and the man scrambled ashore—they were home, the first white family to settle in Vermilion County. And the date was November 27, 1819.

Three axes flashed in the fading light of the day, while the woman and the children sat huddled together, warmed by the heat of the camp-fire.

Slowly the walls of a cabin of logs arose as the woman prepared the evening meal for the children, her husband and the two friends who had greeted their arrival.

What were the thoughts of this frontier wife and mother as she watched the three men fashion her new home in the Illinois country?

It was crudely built but it meant shelter from the cold, from the dangers of darkness. There was no floor, but she was used to hardship. From girlhood she had gradually been pushed westward. She had known little of the comforts of civilization.

The completion of the humble cabin, as the shadows of the evening fell, is memorable, for it was the first permanent home erected within the confines of what is now Vermilion County.

It was the home of Mr. and Mrs. Seymour Treat and its location was near the "Salt Works," perhaps a half dozen miles, more or less, west of what is now the city of Danville, the "Vermilion Salines" being the lure that brought this county its first settlers.

White men, traders and explorers, had traversed the county in earlier years, but it was scarcely a month before this memorable 27th day of November, 1819, when Seymour Treat, in company with Capt. Truman Blackman, Remember Blackman, George Beckwith, Peter Allen and Francis Whitcomb, had encamped on the same spot, October 31, 1819.

They had traveled overland from Fort Harrison, in Indiana, crossing the Wabash River at the mouth of Otter Creek, seeking the "Vermilion Salines."

Captain Blackman was the leader of the expedition and after tests had clearly shown the location of the "Salines," he started on the long journey to Vandalia, capital of the new State of Illinois, while his brother, Beckwith

and Treat had returned to Fort Harrison, leaving Allen and Whitcomb in charge.

Captain Blackman was to claim the "Salines" in the names of the six men, each to be an equal partner with the rest. His brother, Beckwith and Treat returned to Fort Harrison to secure teams, tools and provisions, and Treat, in addition, to bring his family back.

Almost coincident with the arrival of Seymour Treat and his family at the "Salt Works" and the construction of the first home in what is now Vermilion County, came the discovery that Captain Blackman had secured a lease, or permit, for the "Salines" at Vandalia in his own name, ignoring the partnership agreement with the other five men.

Salt was the "gold" that lured adventurers to the middle west in those days, and Captain Blackman not only took advantage of the alleged partnership agreement with his five companions, but also apparently violated the confidence of Joseph Barron, for many years interpreter for General William Henry Harrison, who headed an earlier expedition to the "Vermilion Salines," which reached the same spot September 22, 1819.

Captain Blackman was a member of the Barron expedition, together with Lambert Bona and Zacariah Cicott, sometimes spelled "Shecott," this trip being made on the claim by Barron that he had discovered the "Vermilion Salines" in 1801.

The Barron expedition followed the exploration in August, 1819, of the Vermilion River, which was made less than a month after the treaty at Fort Harrison, by which the various Indiana claimants to this territory relinquished their rights to the United States government.

The second expedition headed by Captain Blackman was without the knowledge or sanction of Barron, who on December 8, 1819, swore to an affidavit supporting his claim to the "Salines," filing this affidavit with the Illinois governor at Vandalia.

Barron in his affidavit, declared that he had taken Bona, Cicott and Blackman with him on the expedition to locate the "Salines," which Indians had shown him in 1801. He had employed four Shawnee Indians as guides.

Meanwhile the companions of Blackman on the second expedition presented their own claims before the governor at Vandalia in numerous affidavits and letters, and for three years the interested parties contested the Blackman claim, settling their differences December 13, 1822, at Vandalia before Governor Bond in an agreement which defined the share of each.

In the meantime several wells were sunk, one of them by Beckwith and Whitcomb at their own expense, these wells averaging fifty feet in depth. It was necessary in most instances to drill through solid rock. The salt obtained was first class in quality, purity and strength, and during the year that followed the settlement of the dispute with Captain Blackman, the production of salt from the "Vermilion Salines" was increased.

The production of salt assumed a more important place in the embryo industrial world of the middle west in 1824 when Major John W. Vance came from Ohio and secured possession of the lease for the "Vermilion Salines."

In the spring of 1824, Vance brought twenty-four large iron kettles from Louisville, Kentucky, by boat down the Ohio River, up the Wabash River to the Vermilion River and up the Vermilion to the mouth of Stony Creek, about four miles southeast of the present site of Danville.

It was necessary to haul the kettles, which were unloaded at that point, to the "Salt Works" by ox teams. The water in the river was low and the channel was obstructed by a sand bar at the mouth of the creek, making it necessary to abandon the boat.

The twenty-four kettles were soon increased to eighty, each holding one hundred and forty gallons. These were set in a double row in a furnace constructed of stone, located on a sort of terrace on the side of the hill near the salt wells.

Salt was produced by boiling the water from these wells, the degree of fineness depending upon the rapidity of evaporation. Wood was used for fuel, this providing the biggest item in the operation costs, three men being kept busy felling trees and hauling timber to keep the furnace fires going. Two other helpers were employed in pumping and firing.

The salt was of good quality and found a ready sale, the price ranging from \$1.25 to \$1.50 a bushel at the "works." Much of the output was taken down the Vermilion River in dug-outs to supply the growing market along the Wabash River. It required one hundred gallons of brine to produce a bushel of salt and between sixty and eighty bushels of salt were a good week's run.

Settlers from miles around came to the "works" and hauled the salt away in wagons, and those too poor to own teams came on horseback and carried it away in sacks. It was not unusual for settlers from as far away as Rockville and Rosedale, Indiana, and west as far as the Sangamon and Illinois rivers to bring their wagons to the "works," in fact it was salt that gave the settlers their first incentive for good roads.

Today, people find it difficult to understand the importance with which salt was regarded in the pioneer days, and this is best explained by quoting from the following letter written to Governor Bond at Vandalia, June 8, 1820, by James B. McCall, of Vincennes, Indiana, at the time when the dispute over the control of the lease for the "Vermilion Salines" was at its height:

"The people of the eastern section of your state are very anxious that the manufacture of salt might be gone into. Appearances at the 'Vermilion Salines' justify the belief that salt may be made north of this sufficient for the consumption of all the settlers on the Wabash, and much below the present prices. Nearly all the salt consumed above the mouth of the Wabash is furnished by Kentucky, and the transportation so far upstream materially enhances the price, and in the present undeveloped state of the country as to money, prevents a majority of the farmers from procuring the quantity of this necessary article that their stock, etc., requires."

Increased facilities for transportation in the growing middle west and the discovery of the Sciota salt fields in the thirties "killed" the 'Vermilion Salines,' although the "works" was operated in a small way until 1840 when Isaac Wolfe, the lessee at that time, abandoned the wells.

But from 1824 until the thirties, with the coming of Major Vance, the settlement grew rapidly, and soon there were a dozen cabins, a trading post and the Vance Tavern, the first hotel to be opened in Vermilion County. This tavern was later moved to a spot on the old Danville-Urbana road, near St. Joseph, where it was operated as a tavern for many years by Joseph Kelly.

That first winter of 1819-20 when Mrs. Seymour Treat was the first and only woman in what is now Vermilion

County was a winter to try the endurance of a man, but with the coming of spring there were rumors of more settlers on their way.

James Butler, originally from Vermont, came to Vermilion County in the spring of 1820, took up a claim near the present site of Catlin, built a cabin and planted a crop. In the fall he returned to Clark County, Ohio, where his family was, and in the spring of 1821 brought them back with him and started the nucleus of another permanent settlement, which became known as Butler's Point.

John Hoag, Samuel Munnell and William Swank settled in what is now Carroll Township in 1820,. "Injun" John Myers and Simon Cox had settled there in 1818, but both were of an adventurous type and it is not believed they made any permanent homes, leaving the county and returning again later. Myers returned in 1821 with his brother-in-law, Joseph Frazier, of Indiana, and Cox came back in 1822.

Hoag and Munnell made their homes in 1820 on the northwestern edge of the timber which skirted the Little Vermilion. Swank followed at about the same time or a little later. Henry Johnson, the same year, made his home just across the line in what is now Georgetown Township. John Haworth settled the same year in what is now known as Vermilion Grove.

The spring of 1821 saw a rush of new settlers to Vermilion County, and the population of that territory now included in the county numbered more than two hundred people.

It is believed that Seymour Treat and his wife moved to the new settlement of Denmark, the site of which is now practically covered by the waters of Lake Vermilion

along about the time Major Vance took over the lease of the "Salt Works."

What is now Vermilion County was incorporated in Edgar County, which was organized by the state legislature January 3, 1823, and Seymour Treat was appointed a justice of peace, and Paris was selected as the county seat April 21 of the same year.

The "Salt Works" were practically abandoned in 1831, although worked in a small way as late as 1840 by Isaac Wolfe, and the long row of buildings became vacant, except for "Mother" Bloss, an eccentric old lady, who lived all alone. She spent her time in knitting and in boiling a little salt at the old furnace when the weather was pleasant. She would take the salt and her knitted articles to the growing village of Danville and barter them for the necessities of life.

Ruby Bloss, daughter of "Mother" Bloss, had the distinction of being the first white girl to be married in what is now Vermilion County. She became the bride of Cyrus Douglas, who resided at the Salt Works. The bridegroom walked to Paris to secure the marriage license and bought a pair of shoes there also for his bride as he objected to her being married in her bare feet, a style she followed. This marriage took place January 27, 1825.

Marquis Snow, who came to Butler's Point with James Butler in the spring of 1821 as the driver of one of the teams, and Miss Annis Butler, daughter of James Butler, were also united in marriage at the home of Seymour Treat on the same day. It is stated that Snow had the advantage of Douglas in that he rode a horse to Paris to get his marriage license.

Another report of this first marriage is that the two couples rode horseback, each couple on a horse the groom

in front, from the "Salt Works" to the Treat cabin in Denmark, Dan and George Beckwith, in buckskin blouses, breeches and moccasins, bringing up the rear on foot. This report says there was a double marriage, with Douglas and his bride being wedded first.

One report is that a brother-in-law, a Mr. Denio, objected to Ruby's marriage and she was compelled to sneak from her home to the home of James Woodin at Butler's Point, where she put on her new shoes and walked with Douglas to the Treat home. This report is that the two couples met for the first time after their marriage that night at the home of James Butler.

Douglas and Snow both bought farms near Yankee Point. Following the deaths of Snow and Mrs. Douglas, Douglas and Mrs. Snow were united in marriage and lived for many years at Fairmount.

In this chapter it was proposed to picture the dawn of the first white settlement of a permanent nature in what is now Vermilion County and to show that salt was the article of commerce that really was responsible for the settlement, or rather the urge to settle the county.

The "Salt Works" disappeared many years ago. Not even a vestige of a sign of the big furnace remains. They were situated a trifle over a half mile west of the crossing of the Middle Fork, in the bottom near the north bank of the Salt Fork.

The Indians in this section when the white people arrived declared that they and French traders had made salt at these springs for seventy or eighty years before they were developed by the white people. Well worn trails of wild animals converging to this spot provided proof that they had been known for many years. The great number

of broken arrow heads found in this vicinity ever since the settlement of the county offered more proof of the urge for salt that lured wild animals to the springs, where they were killed by the wily Indian hunters.

It is perhaps the irony of fate that while wood was cut at great expense to provide fuel for the furnace at the "Salt Works," coal was showing above the ground not two hundred feet away, coal which was destined to in later years prove to be Vermilion County's greatest mineral asset, long years after the "Salt Works" were forgotten.

If the author has succeeded in visualizing for the reader the background of the settlement of Vermilion County he will be happy. He has tried to picture the romance of salt, which is the romance of the founding of this county, and now the age of salt will be followed by the story of the age of agriculture and town-building which has developed Vermilion into one of the foremost counties of the state.

CHAPTER IV

THE WINNEBAGO AND THE BLACK HAWK WARS

(By Lieut. Charles M. Crayton)

CAUSE OF TROUBLE WITH THE WINNEBAGOES—OTHER TRIBES JOIN—
VERMILION COUNTY CITIZENS AID CHICAGO—PEACE IS CONCLUDED—
CELEBRATION—SOLDIERS ARE REWARDED—DISSENSION OF INDIANS
—BLACK HAWK AND HIS BAND—STATE MILITIA CALLED OUT—
RETREAT AND CAPTURE OF BLACK HAWK.

Vermilion County had been organized less than a year when its citizens were called into military service against the Winnebago Indians. In 1827 this tribe was located in Northern Illinois and Southern Wisconsin between Lake Michigan and the Mississippi River. A camp of the Indians was located near Prairie du Chien, Wisconsin, and some white keel boat men visited the camp with a quantity of whisky on board. A drunken orgy ensued during which the white men abducted six or seven squaws, who had become intoxicated, to Fort Snelling farther up the river. On the return of the keel boats, the Indians, several hundred in number, attacked the boats and rescued their squaws, killing several white men and wounding others.

The Winnebagoes took up the war hatchet and spread terror over the country. One war party led by Chief Red Bird made an attack on an isolated settler's cabin and killed two men and a child.

Messengers from the Winnebago tribe carried the war belt to the Pottowatomies who were their kinsmen and allies. The Pottowatomies were located in the vicinity of Chicago and the young men of the tribe began to show signs of going on the war path.

Chicago was then but a rambling village with not over a dozen American families, a number of half-breeds and a lot of vagrant Indians. A small company of about fifty men were organized under the command of Captain Beau-bien, a pioneer of that city. Rumors of Indian depredations reaching alarming proportions, Colonel Gurdon S. Hubbard was dispatched to Vermilion County for aid. Hubbard was well acquainted throughout Eastern Illinois as he had had charge of the interests of the American Fur Company in this section since 1824, and in 1827 established a trading point at the present site of the Palmer National Bank in Danville. He left Chicago one afternoon and by night had reached his trading post on the north bank of the Iroquois River just north of the present city of Watseka.

He pushed on to Sugar Creek that night but on account of high water was delayed until day light. The next day he reached Peleg Spencer's, two miles south of Danville, from which point runners were sent out to assemble the Vermilion County Battalion of volunteer militia at Butler's Point.

The militia mustered a company of fifty men at Butler's Point next day. Archilles Morgan was elected captain, Major Bayles first lieutenant and Isaac R. Moores, second lieutenant.

They marched along Hubbard's Trace—now the Dixie Highway—to the trading post on the Iroquois River where they were equipped and rationed, and after spending a day

at the post cooking rations and looking over equipment, they moved next morning along the route now known as the Dixie Highway, fording the Kankakee River at the rapids in the present city of Momence. The streams and sloughs were filled with water, there were only dim Indian trails to guide them, but Colonel Hubbard was familiar with the topography of their line of march and led them into Chicago on the evening of the fourth day.

The Vermilion County men arrived in Chicago in a severe rainstorm without tents or shelter of any kind. They were quartered in sheds and empty buildings. On their arrival dissension arose among the Chicago volunteers. The company was composed of a mixture of Americans and half-breed French-Canadians, and upon the arrival of the Vermilion County company, a number of Americans from Chicago tried to join up with the new arrivals. This matter was finally adjusted, and the company did guard duty a little over a week when couriers arrived from Green Bay conveying the information that General Lewis Cass had concluded peace with the Indians.

The citizens of Chicago, who had been joined by a number of refugees from the northern part of the State, celebrated the occasion by knocking in the heads of a barrel of whisky, a barrel of gin and a barrel of brandy from which the soldiers drank libations to the victory. The ladies plied them with plenty to eat, and three New York ladies, not forgetting their spiritual welfare, went about distributing tracts. War was ever the same.

The return march was made in three days. Under the bounty act of 1852, each soldier was awarded a land warrant for eighty acres as a reward for his services in the campaign.

Thus ended the gallant march of the Vermilion County men to the rescue of the feeble settlement named Chicago, now the Magic City of the Western World.

THE BLACK HAWK WAR

The Black Hawk War was occasioned by the efforts of the government to remove the Sac and Fox Indians from their old home in the Northwestern part of the State to a new home west of the Mississippi River. A treaty was made with the Indians at Saint Louis in 1804 in which they ceded their tribal lands to the United States. Black Hawk, an influential chief, claimed that this treaty was made without the consent of his people, but the Sacs and Fox were transported across the river in 1831.

During the following winter, Black Hawk and his band recrossed the river and occupied their old home. His force numbered about five hundred warriors with their families. In response to the petitions of the panic stricken settlers, Governor John Reynolds called out the state militia to proceed against the Indians. The volunteers were mobilized at Dixon, while Black Hawk and his band were in camp about thirty miles away on a creek that has since borne the name of "Stillman's Run."

Brigadier General Samuel Whitesides was in command of the volunteers, while an independent troop of mounted scouts were under the command of Major Josiah Stillman. On May 14, 1832, Stillman's troop approached Black Hawk's camp. The latter was in a sad plight, as the Potawatomie allies had failed to join him and he was being hedged in against the Mississippi by a large force of white men. To add to his discomfort he was practically without provisions to feed the large band of men, women and chil-

dren among his followers. When the scouts approached, Black Hawk, thinking it Whiteside's army, sent out three braves under a white flag to ask for a parley, and also five others to observe what happened to them.

The rangers captured the three men under the white flag and killed one of them, but in the ensuing confusion the other two escaped. They pursued and killed the five men sent as observers and charged pell mell at the Indian camp. Black Hawk had only forty men to meet the two hundred and seventy-five infuriated scouts who were advancing to attack him, but the wily old chief made a fake retreat and drew the white men into an ambush. Suddenly the Hawk raised the blood-curdling warwhoop of the Sacs, and forty howling braves swept down on the white men like a red whirlwind. As an old Indian fighter once observed, "It is one thing to hunt Indians, but it is another thing to have them hunt you." The two hundred and seventy-five scouts fled ignominiously from the field, rode through their own camp and did not stop until they reached Dixon thirty miles away. Some did not even stop there, but continued on to their homes spreading dreadful tales of the Indian invasion as they went.

News of Stillman's disaster reached Danville on the following Sunday. The greater part of the people were at church when the messenger arrived. The meeting was closed and a call sent out for volunteers. In less than two hours a company was raised consisting of thirty-five men under command of Captain Dan Beckwith, which was immediately set in motion and reached Bicknell's Crossing (north of Rossville) by night. At daylight they took up the march to Joliet and during the day got between the retreating refugees and the Indians who were supposed to be in pursuit. They crossed the Kankakee near the

present city of that name and advanced toward the Indian country, but saw no traces of the enemy.

In the meantime the Vermilion County militia was mustered consisting of eight companies under command of Captains Eliakan Ashton, Alex Bailey, J. M. Gillespie, James Gregory, Corbin S. Hutt, James Palmer, Morgan S. Payne and John B. Thomas. Isaac R. Moores was elected colonel, Gurdon S. Hubbard, lieutenant colonel, and John S. Murphy as aide.

The regiment was marched to Hubbard's trading post on the Iroquois and thence northwest over an old Indian trail to Joliet. On the way they met Captain Beckwith's company and the greatest part of the latter's personnel enlisted with the regiment, Captain Beckwith and a portion of his command returning home.

On arriving at Joliet, Colonel Moores began to "fort up," but orders were received from General Atkinson directing the regiment to proceed to the general headquarters at Ottawa. Captain Morgan Z. Payne's company was ordered to proceed to the DuPage River near the present site of Naperville. The day after the company arrived on the DuPage, William Brown and a fifteen-year-old boy were detailed to go about two miles from the camp with a wagon to get some clapboards. They were attacked by Indians who killed and scalped Brown, but the boy escaped. Brown, who lived with his widowed mother near Kyger's Mill, was the only Vermilion County man who lost his life in the war.

When Colonel Moores reached Ottawa with his Vermilion County contingent, he discovered that more militia was under arms than needed, and the regiment, with the exception of Payne's company, was relieved from further duty and returned home.

Payne's company was on duty for a short time after completing a block house near present Naperville and escorting refugees from Chicago back to their homes on the DuPage. After about thirty days service his company was ordered back to Danville.

Black Hawk's band had in the meantime retreated into Wisconsin where the Chief was captured and his band destroyed or scattered.

CHAPTER V

VERMILION COUNTY SOLDIERS IN THE BLACK HAWK WAR

REGIMENT OF COL. ISAAC R. MOORE—ABRAHAM LINCOLN ENROLLED IN
THE SERVICE—OFFICERS AND COMPANY ROSTERS—IMPORTANCE OF
THE BLACK HAWK WAR.

Colonel Isaac R. Moore, or Moores, commanded an independent regiment of Vermilion County soldiers which was mustered into the service of the United States May 23, 1832, and remained in the service until June 23, this regiment forming part of the government forces ordered out to fight in the famous Blackhawk War. John H. Murphy served as his aide.

Most of the soldiers in this regiment were from Vermilion County. The Blackhawk War is touched upon in another chapter on Vermilion County's part in the wars of her country, but the muster rolls of the various companies in Colonel Moore's regiment given in this chapter are taken from the "Record of Illinois Soldiers in the Blackhawk War, 1831-32 and in the Mexican War, 1846-8, containing a complete roster of commissioned officers and enlisted men of both wars, taken from the official rolls on file in the War Department, Washington, D. C., prepared and published by authority of the thirty-second general

assembly, by Isaac H. Elliott, adjutant general of the state of Illinois."

It is a notable fact that Abraham Lincoln, who maintained a law office in Danville and who afterward became President, was captain of a company of the Fourth Regiment Mounted Volunteers, commanded by Brigadier General Samuel Whitesides, which was mustered out of the service of the United States at the mouth of the Fox River, May 27, 1832. Captain Lincoln was enrolled in the service in this campaign April 21, 1832.

Captain Lincoln's company was no longer needed but Lincoln promptly forgot his commission as captain and enlisted as a private on May 27, 1832, in Captain Elijah Iles' company of Illinois Mounted Volunteers, under the command of Brigadier General H. Atkinson. This company was mustered out of the service June 16, 1832.

There was another independent company of Mounted Volunteers, commanded by Captain Jacob M. Earley, enrolled June 16, 1832, and mustered out of the service July 10, 1832, on White Water River of Rock River.

Captain Earley was from Sangamon County and his company represented a number of counties in the central part of the State. Abraham Lincoln's name appears again on the muster roll of this company, Lincoln having been mustered out of Captain Iles' company on June 16, 1832, and immediately reenlisting as a private in Captain Earley's company on the same day.

Serving with the immortal Lincoln in Captain Earley's company were James Climon, Gurdon S. Hubbard and Samuel McRoberts, all of Vermilion County. Hubbard and McRoberts were mustered into the service on the same day as Lincoln, but Climon did not sign the muster roll until June 21, five days later.

There were eight companies in Colonel Moore's regiment and a curious fact is that Gurdon S. Hubbard, who enlisted as a private in Captain Earley's company June 16, and was mustered out of service in that company on July 10, is shown as having been mustered into service May 23, 1832, in Captain Alexander Bailey's company of mounted gunmen in Colonel Moore's regiment as a second lieutenant, and was not mustered out until June 23, 1832. It is probable that Hubbard may have secured his discharge from Captain Bailey's company on June 16, seven days earlier than the others and immediately reenlisted in Captain Earley's company.

Following are the rosters of the eight companies in Colonel Moore's regiment of Illinois Volunteers:

Captain John B. Thomas; first lieutenant, William Nox; second lieutenant, Gabriel G. Rice; sergeants—James C. McGee, Richard F. Giddens, Mijamin Byers, John Q. Deakin; corporals—John R. Jackson, William O. Neal, William Trimmel, David Moore; privates—William Atwood, Laban Buoy, John Coddington, John Cox, Michael Cook, William Cunningham, Lewis Creamer, William Chandler, Stephen B. Conner, Thomas Deer, Abner Fuller, George Gill, Enoch Humphreys, William Ham, James Harris, Crawford H. Jones, Henry Judy, Hiram Jackson, Elijah Jackson, Michael H. Jose, John Lane, John McGee, Henry McDonald, Hugh Newell, David Newell, Wilson Newell, John A. Reed, Morgan Reese, Henry Shockey, John B. Shampaign, Philip M. Standford, Jefferson Smith, Benjamin Tatam, Joseph Thomas, Edwin B. Tombs, Jesse B. Wright, Henry Wilson, Hiram Wilson, John M. Wilson.

Captain Alexander Bailey; first lieutenant, George Ware; second lieutenant, G. S. Hubbard; sergeants—Noah Sapp, Asa Duncan, Isaiah M. Treat, Ralph Martin; cor-

porals—Robert Osbern, John Leneeve, Obadiah Leneeve, William Martin; privates—A. P. Andrews, Jacob Angle, William Blair, David Bailey, William Blount, George M. Beckwith, James Bowman, William Burbridge, Feeling Botts, Archibald Crider, William Canady, James Cunningham, Watson Canady, Alfred Duncan, John Deck, Jacob Ekler, Joab, Enos, William Foster, John R. Fitch, Michael Gurthery, Othnial Gilbert, Sylvester Gilbert, Warren Hor, James Hall, Josiah Hinkle, Robert Hill, Soame Jennings, Asahel Kelly, David Knight, James R. King, Thomas Layton, Amos Luman, Joseph R. Loveless, William More, Abraham K. Miller, Bushrod Oliver, Thomas Ogg, John Piper, Samuel Russell, John Skinner, Isadore Shobore, James Skinner, Notly C. Scott, John Scott, Enoch Vanvickle, John R. Watson, James White, Robert P. Wilson, Sanford Wiles, Scott Young, John Young.

Captain Eliakem Ashton; first lieutenant, William Mackin; privates—John Brown, R. H. Bryant, David Best, Jarvas Huntsman, George J. Hays, Hiram Hays, John Kester, Christopher Moner, Samuel Mann, Wilson B. McCann, Elijah Mills, William Mann, Robert Mansfield, Elias Mackey, Amos Nokes, John Potts, James Riddle, Edw. Roll, Elias Shipp, James Turner, Daniel Turner, George W. Ventiones, William Wilson, David T. Williams.

Captain Morgan L. Payne's company was mustered into the service May 12, 1832, and was not mustered out of the service until July 25, 1832. This company saw the longest service and sustained the only casualty of the Vermilion County companies when Private William Brown was killed by Indians June 16 on the Indian frontier between Ottawa and Chicago. His home was at Bismarck and he was killed while out looking for supplies. This company was under the command of Major Nathaniel

Buckmaster, commanding at Fort Payne, on the Du Page River, and was stationed for the protection of the frontier between Ottawa and Chicago, in Cook County, one hundred and thirty-five miles from Danville.

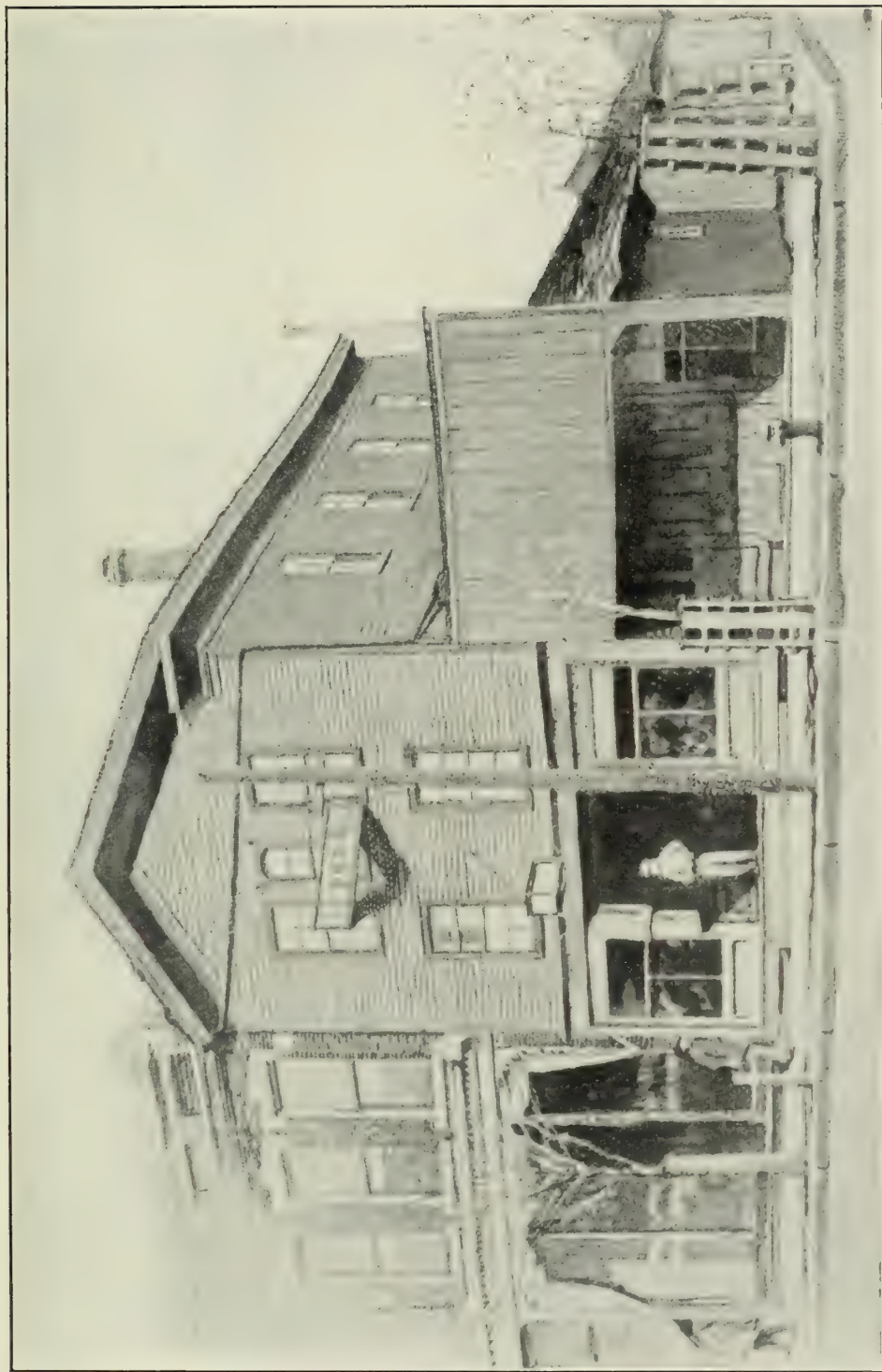
Following is the roster: Captain Morgan L. Payne; first lieutenants—Noah Guymon, served as first lieutenant until June 23, then resigned, and John Black, served as private to June 23, then elected first lieutenant; second lieutenant, Thomas McConnell; sergeants—Jonathan Pratt, served as first sergeant to June 21, then as private; Jacob Glass, served as private to June 23, then as first sergeant; Squire L. Payne, served as private to June 22, then as second sergeant; John Cook, Phillomon Spicer; corporals—Greenville Groves, John Cassel, Joseph Spicer, Joshua Fleming; privates—William Brown, killed by the enemy on June 16, 1832, James Bevens, William Cotten, Randolph R. Coffee, John Collins, Cyrus Douglass, John Elliott, Nathan Elliott, Asa Furguson, William Fisher, Bennett Hays, John Howell, Miram H. Kinny, Presly Lucus, Reason Lucus, John Lucus, John Lyons, Evan S. Morgan, John Morgan, John McBride, Samuel O'Neal, Samuel Parkeson, Leander Rutledge, John Stephens, Solomon Stephens, Isaac Stephen, Levi Springer, James Thompson, William Underwood, Joseph Vankirk, John Waters, Hardy Wilson.

Captain James Palmer; first lieutenant, John Light; second lieutenant, Joseph Jackson; sergeants—Bluford Runyon, Marcus Snow, David Macumson, Thomas Froman; corporals—Henry Streight, Washington Lusher, Abner M. Williams, David Morgan; musicians—William H. Parkerson, Noah Delay; privates—Jared Allen, Green Atwood, William Bandy, Washington Bandy, John H. Brown, John Bensyl, Solomon Banta, William Currant,

Martin Carrant, Alexander Cloe, James Chandler, Jesse Cline, James C. Cravins, Ferrel Dunn, Henry Delay, Jacob Delay, Isaac Delay, Charles Fielder, Francis Foley, William Fithian, Jona. W. Fry, John Going, Stephen Griffith, William Gebhart, Elijah B. Hale, Ely Henderson, Malachi Jenkins, William P. Kinkenon, Franklin Kenedy, Andrew Kizer, David Lewis, William Love, Solomon Lewis, James Lambert, William Lenman, David C. Lizer, D. W. C. Malory, Joseph Morgan, Samuel Macumson, Ely Mendenhall, Abraham Oiler, Jonathan Phelps, Henry B. Payne, Francis Prince, Davis Reynolds, James Rock, Peter S. Rutlage, George Simpson, John Thomas, Elmore Wooden, Jonathan Yount.

Captain I. M. Gillispie; first lieutenant, Barnet Wever; second lieutenant, Edwin Stanfield; sergeants—George Lewis, James Adams, Andrew Davis; corporals—Locklin Madden, William Nugent, Elza Hoskins, I. B. Prebble; privates—Nicholas Bugely, Martin Brackall, William M. Bosely, John Don Carlens, Archelus Don Carlos, William Don Carlos, Jonathan Evans, Samuel Foster, James Freeman, Abram Gallion, Emanuel Gephart, John Howell, Joseph N. Houghman, John H. Lyons, Baptist Millikan, Thomas Morgan, Achelis Morgan, Levi Morgan, Stephen Mayfield, John Ritter, William Rowe, Isaac Swearengen, Richard Swank, William Swank, David Swank, Anthony Swisher, C. F. Yeager, Charles Yoke.

Captain James Gregory; this company mustered into service May 31, 1832, serving just twenty-four days; first lieutenant, William E. Williams; second lieutenant, James Goodwin; sergeants—James Cunningham, James Harnies; privates—James Acton, Elias B. Bell, Stephen Cook, James Collins, Luke Conner, Isaac Cook, Thomas J. Evans,



Hotel, formerly the Barnum Building, in which Lincoln and Lamont had their law office,
now the site of the First National Bank Building

transferred from Captain Bailey's company, whole time thirty-one days, Harry Eccleston, Enoch Farmer, Bracston M. Fuget, Thomas Goodwin, James Gilbert, James Gilbert, Alexes Jackson, Jesse James, Jacomiah J. Leaman, Daniel Mace, Benjamin McNeal, James Musgrave, Thomas McCoons, Thomas Morris, Edward McCart, John McCart, Jacob Staley, John Stephenson, Zion Smith, George Sigler, Charles M. Watson, David White, Jacob Wilkenson.

Captain Corbin R. Hutt; first lieutenant, William Jeremiah; second lieutenant, John A. Green; sergeants—Levin Watson, Alex. McDonald, Jacob Hammer, Moses Vest; privates—Hiram Anderson, Washington Alexander, Hiram Brown, David Brown, Edward Cole, John Cole, Robert Crusor, Ferguson Chitty, Henry Lee Ellis, William Foley, John Frazier, Isaac Hathaway, Phillip Howard, John Hammer, Isaac Lowdowsky, Moses Lacey, Willie Lacey, John B. McDowell, John Rheuby, Fielding L. Scott, Luke Smith, Samuel Todd, Samuel Williams, William Williams, John Wheat, Joseph A. Yikey.

It is quite evident that some of the names on these muster rolls are misspelled, but the spellings used are those taken from the records of the War Department, with the exception of that of Noah Guymon, which was spelled Guion on the government records.

In the muster roll of Captain Hutt's company, appears the name of Isaac Lowdowsky, which, the writer believes, should be Isaac Sodowsky, and there are several other spellings that are evidently wrong.

However, it is believed by the writer that this is the first time the complete muster rolls of the regiment have been published outside of the volume published by the State and there is only one copy of that in Vermilion

County as far as can be learned and that is in the possession of Clint C. Tilson, of Danville, who recently acquired it.

The importance of the Blackhawk was clearly exaggerated and there were many more men called to the colors than were needed, but in the pioneer days, the lack of daily newspapers, telegraph and telephone made it impossible to accurately determine the scope of any border trouble and the State of Illinois acted in the best interests of the struggling settlers.

It is possible there were men in this regiment, especially in the companies of Captains Gillispie, Gregory and Hutt, who were not Vermilion County residents, just as Vermilion County men were found in other companies in the State, but on the whole Colonel Moore's regiment was primarily a Vermilion County outfit.

The muster rolls of this regiment do not take into consideration the independent company of thirty-one volunteers who started from Danville on two hours' notice under the command of Captain Dan Beckwith, major of the Vermilion County Militia, most of whom afterward enlisted in various companies in Colonel Moore's regiment.

CHAPTER VI

THE MEXICAN, CIVIL AND SPANISH-AMERICAN WARS

(By Lieutenant Charles H. Crayton)

MEXICAN WAR—TWO COMPANIES ENROLLED FOR SERVICE—ROSTER OF
INFANTRY COMPANY FROM VERMILION COUNTY—CIVIL WAR—FOURTH
ILLINOIS CAVALRY—TWELFTH ILLINOIS INFANTRY—TWENTY-FIFTH
ILLINOIS INFANTRY—THIRTY-FIFTH REGIMENT ILLINOIS INFANTRY
—THIRTY-SEVENTH ILLINOIS INFANTRY—SEVENTY-FIRST ILLINOIS
INFANTRY—SEVENTY-THIRD ILLINOIS INFANTRY—FIFTY-FIRST ILLI-
NOIS INFANTRY—ONE HUNDRED AND TWENTY-FIFTH ILLINOIS IN-
FANTRY—ONE HUNDRED AND THIRTY-FIFTH ILLINOIS INFANTRY—
ONE HUNDRED AND FORTY-NINTH ILLINOIS INFANTRY—ONE HUN-
DRED AND FIFTIETH ILLINOIS INFANTRY—TWENTY-EIGHTH ILLI-
NOIS INFANTRY—SCATTERED ENLISTMENTS—SPANISH-AMERICAN
WAR—ENLISTMENTS AND ENGAGEMENTS.

When war was declared in Mexico in 1846, two com-
panies were enrolled for service—one company of infantry
numbering ninety-six men, and a troop of cavalry number-
ing eighty-six. However, as no cavalry units were being
accepted, the company of infantry was the only one ten-
dered to the State. There were but six regiments accepted
from Illinois, and, as the Democratic party was in power,
Vermilion County, a Whig stronghold, was left out of the
call. A roster of this infantry company was recently

unearthed by Clint C. Tilton, who is an authority on local history, which reads as follows:

Captain, Isaac R. Moores; lieutenants, Theodore Lemon, William A. Jones; sergeants—A. C. Spencer, J. B. Alexander, H. Sodowsky, I. S. Swearingen; corporals—Robert B. Lemon, William Trimmell, J. C. Marsh; privates—N. Thurman, A. Luckey, John Payne, Henry Jones, Jonathan Beesley, Hiram Coleman, Henry Smith, Adam Furow, George Swisher, J. F. Huffman, William Hamilton, Lucas Meneely, Abia Luckey, David Finley, B. Runnien, G. W. Nelson, A. G. Porter, G. W. Lewis, Ebenezer Foster, William Sodowsky, Leven Vincent, John Norris, William Draper, Henry S. Forbes, James Stark, Joseph V. Davis, Ezra Snow, Benj. Young, John Lander, A. D. Groves, John Sheets, Robert Buoy, Levi Patterson, Lewis Anderson, John Bennett, J. W. Chenoweth, Abraham Groom, Stanley Olmsted, Hugh McGlennen, W. M. Rutledge, George Stipp, G. F. McGee, A. Herring, John Olehey, George Wiley, P. McCarroll, Edward Rouse, Thomas Pierce, John Peters, William Robinson, Matthew Cole, William Noel, John Martin, John Martin, A. Musgrave, L. L. Madden, H. Stipp, J. Sodowsky, J. B. Trent, Milton Hess, William Parrish, Jefferson Clow, H. Broadwater, N. J. Norris, Ananias Buoy, Benj. Cassell, Shelton Cannon, Jesse Harris, Francis Esley, William Hobbs, G. W. Smith, John Stark, James Price, Joseph Norris, C. McCorkie, Francis Preston, T. Kidney, John Rice, Joseph Wilson, J. Leonard, John W. Acre, S. K. Starr, John Rouse, David Cremer, G. Corbin, W. S. Hammett, E. Coleman, Moses Samuel, musician.

THE CIVIL WAR

Vermilion County made a remarkable showing in the Civil War, not only in the number of enlistments but in the gallantry of its troops in the field. The population of the county in 1860 was 19,779 and out of that number the county sent 2,596 soldiers into the various military organizations, or twelve and one-half per cent of its entire population. The total number of enlistments were 3,669, showing that 1,173 men enlisted the second time. There was no draft in this county. Catlin and Pilot townships paid bounties, the former in the amount of \$14,623.01, and the latter, \$16,330.00.

The Fourth Illinois Cavalry.—The Fourth Illinois Cavalry was mustered into Federal service September 26, 1861, and after being equipped at Springfield, was ordered to Cairo. It was commanded by Colonel T. Lyle Dickey, of Chicago.

Troop F was organized in Vermilion County with Anthony T. Search as captain, Raymond W. Handford as first lieutenant and A. W. Loutzenheiser as second lieutenant. The Fourth was assigned to General McClelland's division and took part in the reconnaissance of Columbus, and in the campaign following was actively engaged at Forts Henry and Donelson. After the capture of these forts, the Fourth was shipped to Pittsburg Landing where it was assigned to the front line by commanding General W. T. Sherman. The Fourth was hotly engaged in the Battle of Shiloh, and then moved with the army on the march with Corinth as the objective. They were then ordered in pursuit of VanDorn and Price and at Coffeyville engaged the enemy, losing their lieutenant-colonel, William McCulloch. The regiment then proceeded

to Vicksburg where it remained a short time, after which it went into winter quarters at the close of 1863. It remained in the Mississippi Valley until November, 1864, when it returned to Springfield, Illinois, and was mustered out.

The regiment left Cairo in February, 1862, with 1,100 men, and returned in 1864 with 340.

Twelfth Illinois Infantry.—The Twelfth Illinois Infantry was mustered into Federal service August 6, 1861. Company C was recruited from Vermilion County with William J. Allen as captain, and with Robert V. Chesley as first lieutenant and David C. Jones as second lieutenant.

Captain Allen resigned November 13, 1861, and Chesley was promoted to the captaincy. The latter resigned November 26, 1862, and was succeeded by David L. Jones, who served until August 6, 1864, when he resigned and was succeeded by Joseph L. Lafferty, who died on the 25th of the following November, when Perry F. Miller, of Westfield, became captain and commanded until the regiment was discharged.

When Chesley was promoted captain, Wright Seaman became first lieutenant and served until he was killed at Shiloh, April 6, 1862. Oliver Hunt was promoted to the first lieutenantcy and acted until he resigned March 4, 1863, after which William Hunt was appointed.

David L. Jones, Perry F. Miller, Frederick Ries and John M. Richardson served successively as second lieutenant.

Captain Joseph L. Lafferty was enlisted as a private and rose to the command of the company. The losses of Company C were as follows: killed in action, 5; died of wounds, 10; died in line of duty, 16; missing in action, 1; discharged for disability, 21; total, 53.

After being mustered into Federal service, the Twelfth was ordered to Cairo where it remained until September 5, 1861, when it was sent to occupy Paducah, Kentucky. As a member of McArthur's Brigade it participated in the capture of Fort Donelson February 15, 1862, in which action it lost 19 killed, 58 wounded and 10 missing. It next proceeded to Clarksville, Tennessee, where it occupied Fort Sevier until February 26, when it was ordered to Nashville. The regiment returned to Clarksville, March 1, and remained there five days, after which it was shipped to Pittsburg Landing. The Twelfth was heavily engaged in the two-day battle of Shiloh where it sustained a loss of 109 killed and wounded and 7 missing. On April 28, it proceeded to Corinth and took part in the siege of that place and on October 3-4, took a brilliant and conspicuous part in the storming of Corinth. Supported by small detachments of the Fiftieth Illinois Infantry and Fifty-second Illinois Infantry, the Twelfth drove the enemy from the works, captured a stand of colors, and turned the captured guns upon the fleeing Confederates. After the fall of Corinth, the Twelfth was transferred to the Atlanta campaign, taking part in the engagements at Lay's Ferry, Rome Cross Roads, Nickajack Creek, Kenesaw Mountain, Bald Knob and Decatur, sustaining losses of 106 killed and wounded in that campaign.

On October 5 the regiment engaged in the Battle of Atlanta losing 57 killed and wounded out of 161 men engaged. On November 11, 1864, the Twelfth started with Sherman on his March to the Sea, arriving at Savannah in January, 1865. On the 28th of the same month the regiment began a march of 600 miles to Goldsboro, North Carolina, where it arrived March 24. The regiment took part in the pursuit of Johnson's army and returned to

Raleigh, North Carolina, from which point it started on April 29 northward, marching 186 miles in six and one-half days. The regiment took part in the Grand Review at Washington, May 24, 1865, and was mustered out at Louisville, July 10, 1865, and received final payment and discharge at Springfield, Illinois, eight days later.

Company C was organized originally as a unit of the Twelfth Regiment under the call for three months service, being organized April 24, 1861, and discharged May 2, 1861. The company officers during the three months' service were: Captain, Samuel Frazier; first lieutenant, William Mann; second lieutenant, Joseph Kirkland.

The Twenty-fifth Illinois Infantry.—The Twenty-fifth Illinois Infantry was mustered into Federal Service at Saint Louis, Missouri, August 4, 1861. Three companies were from Vermilion County.

Company A was organized in the southern part of the county and went into service with Charles A. Clark, of Ridge Farm, as captain; Theodore A. West, of Georgetown, as first lieutenant; and Samuel Mitchell, of Georgetown, as second lieutenant. Captain Clark was killed November 28, 1862. Toward the end of the war, through resignations and promotions, Achilles Martin, of Georgetown, became captain.

Company B was organized in the northern part of the county and in Danville. Samuel D. Wall was its first captain; Thomas J. McKibben, first lieutenant; and E. Mosely Wright, second lieutenant. The latter resigned February 17, 1862, and Joseph E. Gundy succeeded him.

Company D was partly from Vermilion and partly from Edgar County. The company was mustered in with William Osborn, of Bloomfield, as captain; Allen Varner,

of Edgar, as first lieutenant; and Lynn L. Parker, of Vermilion, as second lieutenant.

The Twenty-fifth entered active service with General Fremont in his campaign against Confederate General Price in Missouri. The regiment took a prominent part in the Battle of Pea Ridge, where it behaved with great gallantry and was complimented by the commanding general. After that battle the regiment was assigned to the division under the command of General Jeff C. Davis, and joined General Hallack's army in the siege of Corinth. After the fall of Corinth, the Twenty-fifth was ordered to Louisville, Kentucky, marching nearly five hundred miles in the month of August in the most extreme drouth and heat.

The regiment joined in the pursuit of Bragg, but was held in reserve at the battle of Perryville. The next engagement was the Battle of Stone River, December 30, 31, 1862. The Twenty-fifth was in the right wing of the army in this engagement and suffered severely, losing its colonel, Williams, and one-third of its effective force in killed and wounded. The battle was continued until January 2, 1863, when the Confederates retreated. The Twenty-fifth moved with the army in pursuit of General Bragg and took part in the Battle of Chickamauga. Following this engagement the Twenty-fifth took part in the battles of Chattanooga and Mission Ridge.

The regiment was then ordered to Eastern Tennessee where it spent the winter of 1863-64, and in the spring rejoined the army of the Cumberland near Chattanooga.

The Twenty-fifth accompanied Sherman in his Atlanta Campaign and took part in the engagements at Noonday Creek, Pinetop Mountain, Kenesaw Mountain, Chattahoochia, Peach Tree Creek, and Atlanta.

The regiment was mustered out at Atlanta, August 20, 1864.

Thirty-fifth Regiment Illinois Infantry.—This regiment, nearly five companies of which were from Vermilion County, was organized at Decatur, on the 3d day of July, 1861, and was one of the very first to go forward to defend the country.

Companies D, E, F, and I were almost wholly from this county, and also a large number of Company A, the last named being under the command of Captain Philip D. Hammond, of Danville. Company D was raised in Catlin, and had for its officers, William R. Timmons, captain; U. J. Fox, first lieutenant; and Josiah Timmons, second lieutenant. Company E was officered by William L. Oliver, L. J. Eyman, and George C. Maxon, captain, first and second lieutenants, respectively. This company was raised in the townships of Georgetown and Carroll. Company F was a Danville company, and had for captain, A. C. Keys; first lieutenant, John Q. A. Luddington; and second lieutenant, J. M. Sinks. Company I was raised in the vicinity of Catlin and Fairmount. Of this company, A. B. B. Lewis was elected captain; Joseph Truax first, and Joseph F. Clise, second lieutenant.

In the organization of the regiment, W. P. Chandler, of Danville, was elected lieutenant-colonel; and, by the disabling of Colonel Smith at the Battle of Pea Ridge, Colonel Chandler was put in command, and was afterward promoted to the office.

On the 23d of July the regiment was accepted as Colonel G. A. Smith's Independent Regiment of Illinois Volunteers, and the 4th of August left Decatur for the theatre of war. The regiment arrived at Jefferson Barracks, Missouri, the next day, where it remained one week, and then

removed to Marine Hospital, Saint Louis, where it was mustered into service. On the 5th of September it was transported by rail to Jefferson City, Missouri, and from thence, on the 15th of October, to Sedalia, to join General Sigel's advance on Springfield, arriving at that point on the 26th of October. From November 13 to 19 the regiment was on the march from Springfield to Rolla. From January 24, 1862, the army to which the Thirty-fifth was attached was in pursuit of General Price, and here our regiment began to experience a taste of real war. At the memorable battle of Pea Ridge the regiment took active part, and lost in killed and wounded a number of its bravest men, among the wounded being Colonel Smith. At the siege of Corinth the regiment took an important part, and was at that place upon its evacuation on the 30th of May. At Perryville and Stone River the regiment was also engaged, at the latter place losing heavily in killed and wounded. This was during the first three days of January, 1863. The regiment was the first on the south side of the Tennessee River, crossing that stream on the 28th of August. At the Battle of Chickamauga, September 20, the regiment was engaged, and again suffered severely. By the 22d of September the regiment was at Chattanooga.

In the Battle of Mission Ridge, on November 23-25, the regiment was placed in a most dangerous and important position, being in the front line, and displayed great valor and coolness, being led to within twenty steps of the rebel works on the crest of the hill. In the assault all of the color guard were shot down, and Colonel Chandler carried the flag into the enemy's works, followed by his men. By December 7 the regiment was at Knoxville, from which point it was sent on various important and dangerous

expeditions. The regiment was assigned to duty next in the Atlanta campaign, and to recount all of the incidents, skirmishes, and fights in which the Thirty-fifth took part would be only to repeat what has been said over and over in regard to other regiments. The reader will simply turn to the story as related elsewhere, and appropriate it here. Suffice it to say that at Rocky Face, Resaca, Dallas, Mud Creek, and Kenesaw, the regiment was fully tested in coolness and bravery, and never disappointed its commander. On the 31st of August the regiment started to Springfield, Illinois, where it was mustered out on the 27th of September, 1864.

The Thirty-seventh Illinois Infantry.—The Thirty-seventh Illinois Infantry was recruited in the counties of Lake, LaSalle, McHenry, McLean, Cook, Rock Island, and Vermilion, and was mustered into Federal service at Chicago, September 18, 1861. It was commanded by Julius White, afterwards promoted to major-general, and its major was John Charles Black, afterwards brigadier-general and United States Commissioner of Pensions under President Cleveland. General Black organized Company K in Danville and was its first captain.

Company K was known as the "boys" company, as nearly all of its members were under age at the time of enlistment.

After being inducted into Federal service, the Thirty-seventh was assigned to the Department of Missouri and took part in the campaign against Price in Southwestern Missouri, marching to Springfield, and back to Laurine Caulmint. In the winter of 1861 it participated in Pope's Campaign against the Missouri Guerrillas. In the spring of 1862 the regiment was transferred to the eastern part of the State, and on March 6, 7, and 8, 1862, took part in

the Battle of Pea Ridge, and at Lee's Town on March 7, repulsed a Confederate charge in which the regiment lost one hundred and twenty men out of an effective force of seven hundred and fifty.

The Thirty-seventh, with one battalion of Missouri Cavalry and one section of a Peoria Battery, remained in that section until the following June, protecting lines of communications and battling with bush-whackers, after which the regiment joined the remainder of the army in Southwestern Missouri. The Thirty-seventh engaged in the brilliant victory at Prairie Grove, Missouri, where in an assault upon the enemy and the capture of a battery, the Thirty-seventh sustained a loss of seventy-eight killed and wounded out of an effective force of three hundred and fifty.

It returned to St. Louis, and then proceeded to Cape Girardeau, Missouri, where it participated in the pursuit of General Basil Marmaduke, who was overtaken and defeated at Chalk Bluffs on the Saint Francis River.

This victory drove the Confederates out of Missouri, and the Thirty-seventh was transferred to General U. S. Grant's command and participated in the siege of Vicksburg.

During the preceding campaign the Vermilion County men serving in the Fourth Cavalry, Twelfth, Twenty-fifth, Thirty-fifth, Seventy-ninth, One Hundred Twenty-fifth, and the Thirty-first had served together in the West, but when the other regiments swung across to Chattanooga and began the campaign which ended in the march to the sea, the Thirty-seventh was ordered south.

It defeated the Confederates at Yazoo City, joined in the campaign against Forrest from Memphis, and after chasing him out of Tennessee and Mississippi, turned west-

ward and took part in Bank's Red River expedition. From Duvall's Bluff, Arkansas, the regiment was sent via New Orleans to Mobile where it took part in the siege and capture of Fort Blakeley. This was the last battle of the war, as Lee surrendered at 10 A. M. and at 5:45 A. M. the Union forces moved to assault Fort Blakeley. The attack lasted only ten minutes, but the Union loss was six hundred; they captured three thousand prisoners, forty-two cannons, and the city of Mobile.

The Thirty-seventh veteranized in 1864. It was in service five years and marched four times from the Great Lakes to the Gulf of Mexico. It hiked six thousand miles, and journeyed by land and water transportation nearly ten thousand miles. It took part in thirteen battles and skirmishes and two great sieges.

After the capture of Mobile, the Thirty-seventh was transferred to the Department of Texas, where it remained until August, 1866, when it was mustered out.

The Seventy-first Illinois Infantry.—The Seventy-first Illinois Infantry was mustered into Federal service July 26, 1862, under the call for three months' service with Colonel Othniel Gilbert, of Danville, in command. Company A was recruited from Danville with Jerome B. Fuller as captain, and Edward Lafferty and Charles C. Jameson as first and second lieutenants. The regiment was mobilized at Springfield and on July 27 proceeded to Cairo. Two companies were ordered to Big Muddy Bridge on the Illinois Central, two to Mound City, three companies to Moscow, Kentucky, and three companies to Little Obion Bridge, all to guard railroad property. The regiment remained on guard duty until October 29, 1862, when it was mustered out at Chicago, a great many enlisting under the call for three year service.

Seventy-third Illinois Infantry.—Under the call of the President, July 6, 1862, Illinois was requested to furnish nine regiments. The Seventy-third Illinois was mustered into Federal service at Springfield, August 21, 1862, two companies being recruited from Vermilion County.

Company C was organized from Georgetown and vicinity, and went into service with Patterson McNutt as captain, Mark D. Hawes as first lieutenant, and Richard N. Davis as second lieutenant.

Company E was commanded by Wilson R. Burroughs, with Charles Tilton as first lieutenant and David Blosser as second lieutenant. This company was raised in the vicinity of Catlin and Fairmount.

The regiment was commanded by Colonel James F. Jacques, and was known as the "Preachers' Regiment" from the fact that nearly all of the principal officers were ministers of the gospel.

On August 27, 1862, the regiment was ordered to Louisville, Kentucky, where it was equipped. In the middle of September the regiment was ordered to Cincinnati in consequence of a threatened Confederate invasion of Ohio by General Kirby Smith. They returned to Louisville the latter part of the month and incorporated in a division commanded by General Phil Sheridan. On October 1, 1862, it moved with Buell's army in pursuit of Confederate General Bragg, and engaged the enemy at the Battle of Perryville, Kentucky, where the regiment occupied a position in the front line and suffered severe loss. Company C had about seventy men engaged and lost eight; Company E lost three men.

From Perryville, the army marched to Nashville and went into camp on November 7, 1862. Buell was succeeded by General Rosencranz. During the six weeks

encampment at Nashville, Company C lost eleven men through death and thirteen were discharged for disability. Company E lost ten men through death and ten were discharged for disability.

In December the army moved in pursuit of Bragg and overtook him at Murfreesboro, Tennessee, where the Battle of Stone River was fought and the Seventy-third again went into action. The Vermilion County companies suffered a loss of two men killed, several wounded, and Lieutenant W. R. Lawrence and David Laycott were taken prisoners.

Lieutenants Hawes and Davis, of Company C, had resigned while the troops were in Nashville, and T. D. Kyger and W. R. Lawrence had been promoted to their rank. In August Captain McNutt resigned and Kyger succeeded him in command of the company. Lieutenant Lawrence had in the meantime made his escape from Libby Prison after five months imprisonment and was made first lieutenant.

On September 10, the army advanced on Chattanooga, where Bragg was entrenched. In an engagement at Crawfish Springs, south of Chattanooga and adjoining Chickamauga, on September 20, Company C was heavily engaged. Sergeant John Lewis, color bearer, fell wounded, but held the flag aloft until it was taken by Corporal Austin Henderson. Henderson carried it a few steps and fell, and every color bearer who took the colors was killed or wounded, but the flag did not go down. Lieutenant D. A. Smith, Artemus Terrill and Enoch Smith were killed, and Sergeants John Lewis and William Sheets, Corporal Austin Henderson and Privates John Burk, Samuel Hewitt, John Bostwick, Henderson Goodwine and H. C. Henderson were wounded. Sergeant W. H. Newlin, Enoch

Brown, W. F. Ellis, and John Thornton were taken prisoners. All died in Andersonville Prison except Sergeant Newlin, who was taken to Danville, Virginia, and escaped six months later to the Union lines. Company E lost William McCoy killed and H. Neville wounded.

The Seventy-third took part in the Battles of Mission Ridge and Lookout Mountain in November, and in the latter battle the flag of the Seventy-third was the first Union colors to be placed on the heights of the mountain. In March the regiment marched to Cleveland, Tennessee, where it camped until the beginning of the Atlanta campaign. In this campaign the regiment was engaged at Buzzard's Roost, Dalton, Resaca, Burnt Hickory, Dallas, New Hope Church, Big Shanty, Pine Mountain, Lost Mountain, Kenesaw, Peach Tree Creek, and the siege of Atlanta.

The regiment took part in the battle at Atlanta, and then moved with the army to Chattanooga, being constantly engaged until the enemy was driven from the State of Tennessee.

The regiment arrived at Huntsville, Alabama, January 5, 1865, and remained there until March 28, when it was ordered to East Tennessee. While encamped at Blue Springs, in that portion of Tennessee, the war closed and the regiment marched to Nashville where it was mustered out June 12, 1865, and sent to Springfield for final payment and discharge.

The Fifty-first Illinois Infantry.—The Fifty-first Illinois Infantry was organized December 24, 1861, and Company E was composed largely of Vermilion County men, most of whom were from Middlefork Township. The regiment participated in the campaigns around Corinth, and in the engagements at Stone River, Chickamauga, Mission

Ridge, Atlanta, Rocky Face, Resaca, Dallas, Kenesaw, Franklin and Nashville. The Vermilion County company lost heavily at the Battle of Franklin and had a number of its men taken prisoner. The regiment was mustered out at Camp Irwin, Texas, September 25, 1865.

One Hundred and Twenty-fifth Illinois Infantry.—The One Hundred Twenty-fifth Illinois Infantry was mustered into Federal service September 3, 1862, at Danville, Illinois. Companies A, B, C, D, G, I and K were recruited in Vermilion County, and companies E, F and H from Champaign County.

The regiment was organized and the following regimental officers were elected: Colonel, Oscar F. Harmon, of Danville; lieutenant-colonel, James W. Langley, of Champaign; major, John B. Lee, of Catlin. William Mann, of Danville, was selected as adjutant, Levi Sanders, of this county, as chaplain, and John McElvoy, as surgeon.

The company officers were as follows:

Company A: Captain, Clark Ralston; first lieutenant, Jackson Charles; second lieutenant, Harrison Lowe.

Company B: Captain, Robert Steward; first lieutenant, William R. Wilson; second lieutenant, S. D. Conover.

Company C: Captain, William W. Fellows; first lieutenant, Alexander Pollock; second lieutenant, James D. New.

Company D: Captain, George W. Holloway; first lieutenant James B. Stevens; second lieutenant, John L. Jones.

Company G: Captain, John H. Gass; first lieutenant, Ephraim S. Howells; second lieutenant, Josiah Lee.

Company I: Captain, Levin Vinson; first lieutenant, John E. Vinson; second lieutenant, Stephen Brothers.

Company K: Captain, George W. Cook; first lieutenant, Oliver P. Hunt; second lieutenant, Joseph F. Crosley.

Immediately after its organization, the One Hundred Twenty-fifth was ordered to Cincinnati and took up a position across the river at Covington. A few days later they proceeded to Louisville from whence they took part on the pursuit of Confederate General Bragg, participating in the Battle of Perryville, Kentucky, where the regiment underwent its baptism of fire. They spent the winter of 1862 doing guard duty at Nashville, Tennessee. The regiment was then ordered to join General Rosencranz at Chattanooga where they became a part of General Gordon Granger's corps, and participated in the Battle of Chickamauga, September 19-20, 1863. On the retirement of Rosencranz into Chattanooga, the One Hundred Twenty-fifth, as a part of Fighting Dan Cook's brigade, assisted in holding the pass at Rossville, Georgia, known as Rossville Gap, while General George Thomas reorganized the union forces to resist a further advance of the Confederates. While in this position the regiment was subjected to heavy fire and suffered severe loss. After nightfall it was ordered to retire and marched to Chattanooga from whence they were transferred to Caldwell's Ford on Chickamauga Creek. The Confederates attacked the regiment on November 16, 1863, but were repulsed after a sharp engagement. It was in this engagement that the regiment lost its chaplain, Levi Sanders, who was instantly killed by a round shot. From Caldwell's Ford the regiment advanced with the first line of the army in the maneuvering which terminated in the Battle of Missionary Ridge. After that victory the One Hundred Twenty-fifth was transferred to Knoxville, and after the relief of that post, returned to

Lee and Gordon's Mill on Chickamauga Creek, where it was incorporated in the Third Brigade, Third Division, Fourteenth Army Corps, and placed under the command of General Jeff C. Davis.

The regiment then entered upon the Atlanta campaign, and in the Battle of Kenesaw Mountain, June 27, 1864, lost half of its number in killed and wounded, among the dead being Colonel Oscar F. Harmon.

Colonel Harmon was an attorney in Danville and had been in a great measure responsible for the organization of the regiment. His loss was keenly felt by his comrades of the regiment as well as his many friends at home.

After the capture of Atlanta, the regiment joined General W. T. Sherman in his March to the Sea. They reached Savannah, December 20, 1864, and assisted in the capture of that place. Crossing the Savannah River at Sister's Ferry, the One Hundred Twenty-fifth, as part of the left wing of the army, engaged in its last battle at Bentonville, North Carolina. After Johnson's surrender it marched to Washington, District of Columbia, where it remained for several weeks, after which it was shipped to Chicago where it was mustered out after three years' service.

One Hundred and Thirty-fifth Illinois Infantry.—Early in April, 1864, the state governments of Illinois, Indiana and Ohio, believing that the war was nearing a close, tendered to President Lincoln eighty-five thousand one-hundred-day men to relieve veteran forces from duty guarding arsenals, forts and lines of communication. This offer was accepted and Illinois furnished thirty-two regiments.

The One Hundred Thirty-fifth was mustered into Federal service at Mattoon on June 6, 1864. Three companies were from Vermilion County.

Company D was from the western part of the county and was commanded by Captain Thomas H. Dobbs, of Effingham, with John E. Vinson as first lieutenant and Francis M. Young as second lieutenant.

Company E was recruited in the southern part of the county with the following officers: Captain, George W. McClure; first lieutenant, Daniel S. Dickens; second lieutenant, John S. Gerrard.

Company K was organized in Danville with the following officers: Captain, Edward K. Lafferty; first lieutenant, Oliver S. Stewart; second lieutenant, Isaac N. Payton.

The regiment, with a strength of eight hundred and sixty-two men, left Mattoon on June 10, 1864, and reported to General Rosencranz at Benton Barracks, Saint Louis. From thence five companies were detached and stationed at various points along the Iron Mountain Railway, and five companies were stationed along the Missouri Pacific Railway. Later the latter companies were ordered to Jefferson City, Missouri, where they remained until the close of the war.

The One Hundred Thirty-fifth was mustered out at Mattoon, September 28, 1864.

One Hundred and Forty-ninth Illinois Infantry.—The One Hundred Forty-ninth Illinois Infantry was organized at Camp Butler, Illinois, February 11, 1865, under the call for one-year service. Company E was recruited from Vermilion County. This company went into service with Edward Lafferty, of Danville, as captain; Wesley Burke, of Danville, as first lieutenant, and William A. McMurtrey, of Potomac, as second lieutenant. Burke died at Cleveland, Tennessee, May 23, 1865, and McMurtrey was promoted to first lieutenant. The latter resigned August

10, 1865, and was succeeded by Ira G. Lawton, of Danville, while William Cage became second lieutenant.

The One Hundred Forty-ninth was first ordered to Nashville where it remained a short time when it was transferred to Chattanooga where it did duty guarding railroad property. On July 6 the regiment was ordered to Atlanta where it remained until January 27, 1866, when it was mustered out at Dalton, Georgia, and returned to Springfield for final payment and discharge.

One Hundred and Fiftieth Illinois Infantry.—This regiment was organized at Springfield, Illinois, February 14, 1865, for one-year service. It was recruited largely from discharged veterans. Two companies were from Vermilion County: Company E, with Lyon L. Parker, of Elwood, as captain, and James H. Wells, of Carroll, as first lieutenant, and Robert Carney, of Georgetown, as second lieutenant. Company K was commanded by Allen C. Keys, of Danville, captain, with Daniel C. Deamude, of Higginsville, as first lieutenant, and Charles Hoffman, of Danville, as second lieutenant.

The regiment left for the front on February 18, 1865, and arrived at Bridgeport, Alabama, February 27, where it garrisoned several forts and blockhouses along the Louisville and Chattanooga Railroad. On March 24 it left Bridgeport for Dalton, Georgia, where it began a march to Atlanta, Georgia, over the route being taken by Sherman in his Grand March, being the first union troops to pass over the road after the Atlanta campaign. From Atlanta it proceeded to Griffin, Georgia, where it occupied the Second Sub-District, District of Allatoona, Third Division, Department of Georgia. Company E was garrisoned at Griffith and Company K at Greenville.

The regiment remained as a unit of the army of occupation until January 16, 1866, when it was mustered out at Atlanta and ordered to Springfield, Illinois, for final payment and discharge.

The Twenty-eighth (Consolidated) Illinois Infantry.—The Twenty-eighth Illinois Infantry was strengthened by the addition of two replacement companies in March, 1865. Company D was recruited from southern Vermilion and northern Edgar counties with Isaac Larrance, of Elwood, as captain, and Thomas D. Weems and Thomas Henderson, of Elwood, first and second lieutenants. They joined the Twenty-eighth at Mobile, Alabama, April 17, 1865, and participated in the attack on Spanish Fort. From thence they marched to Fort Blakeley and back to Mobile, which they entered on April 12. They engaged the enemy at Whistler station with victorious results. On July 2 the Twenty-eighth was shipped to Brazos Santiago, Texas, and marched to Brownsville where it remained until mustered out at that place March 15, 1866.

Scattered Enlistments.—In addition to the regiments above named, Vermilion County men were found in at least half of the other regiments of the State. Thirty-six men went from this county to Colonel Richard J. Oglesby's Eight Illinois Infantry. Company F of the Twenty-sixth Illinois was partly recruited from the western part of the county, and went into service with John H. Folks, of Fairmount, as captain, the remainder of its officers being from Champaign County.

SPANISH-AMERICAN WAR

Battery A, First Illinois Light Artillery, was made up of Vermilion County men and was mustered into the United States Service May 12, 1898, at Springfield, Illi-

nois, and was the only battery from Illinois during the Spanish-American War. On May 19, 1898, Battery A left Springfield, Illinois, for Camp George H. Thomas, Chickamauga Park, Georgia, and remained there until July 24, 1898, when it marched overland to Rossville, Georgia, and started on its way to Newport News, Virginia. On July 26th it loaded on board the United States Transport Roumanian and sailed the following day, arrived at Guanico, Porto Rico, August 4, 1898. It disembarked August 6th and pitched camp near Arroyo, Porto Rico, with the Artillery Battalion under command of Major George B. Rodney of the Fourth United States Artillery. On the night of August 12, 1898, the battery broke camp and marched several miles inland near Guayama, Porto Rico, and bivouacked. At 10:00 A. M., August 13, 1898, orders were received to cease hostilities; upon orders from Headquarters First Army Corps the battery returned to Guayama, Porto Rico, and from there to Ponce, Porto Rico, a distance of thirty-nine miles. On September 7, 1898, the battery loaded on the United States Transport Manitoba and sailed for the United States. Arriving at Weehawken, New Jersey, September 13th, it immediately disembarked and loaded on a train and started for Danville, Illinois, arriving at Danville September 15. The battery was mustered out of the United States Service November 25, 1898, pursuant to General Order No. 124, A. G. O., Washington, District of Columbia.

The battery lost two men in the service, Corporal Alden B. Yoho and Private Edward Ashworth.

Battery A was with the invading army in Porto Rico, commanded by Maj. Gen. John R. Brooke, and took part in all the experiences of that arm of the American forces. Battery A was not included in the first call for troops from

Illinois but thanks to Hon. Joseph G. Cannon and others in authority who were friendly to the Vermilion County boys, the battery was called into service. It was the first volunteer battery to arrive at Chickamauga Park, Georgia, and was the first to have a complete modern equipment. For nearly two months the men were put through training at Chickamauga Park, and all were eager to get to the front. It was first rumored that it would be sent with the invading army to Cuba, with General Shafter, but the hopes of the men fell when General Shafter and his army sailed. It was again rumored that they would be sent to the Philippines with General Merritt, but again the men suffered defeat in their expectations. But finally the order came to "strike tents" and on July 24, 1898, the battery broke camp and started for Porto Rico.

The equipment consisted of four thirty-two- breech-loading guns, seventy-five horses, sixteen mules, four baggage wagons, one hundred and seventy-three men and four officers.

The first excitement to arouse the men was on August 3, when the transport Roumanian ran aground on a coral reef. There was a great deal of useless tugging but without avail, there was nothing to do but wait for the tide to come in and carry the ship clear of the reef. The ship safely anchored and the troops disembarked and went into camp. On August 12th the Vermilion County boys started on the march inland from Arroyo to Guayama. The main fighting had been done by the infantry so the battery had a comparatively easy journey. The situation now had become serious. The United States soldiers were penetrating into the interior of the island with the intention of driving the Spaniards into San Juan and then laying seige

to the city. The Division which Battery A belonged was commanded by Major General John R. Brook.

This promised to be the hottest engagement of the war up to that time. The Spanish army was strongly entrenched upon the mountain side and in the valley, and were in a position to resist any attempt to rout them. Now, there were Illinois troops everywhere in the valley, on the mountain heights, and the signal corps were busy. Battery A with three other batteries were there ready. This indeed was a critical day, and was brought to a most unexpected conclusion. Battery A's guns were sighted on the blockhouse, the guns were blocked and ready, then all of a sudden like a bolt of lightning from a clear sky came the messenger of peace upon the scene to "cease hostilities."

The battery was commanded throughout its service by Captain Philip H. Yeager; First Lieutenant W. H. Miller resigned while the battery was at Chickamauga, and Ralph B. Holmes, who was mustered in as junior first lieutenant, was promoted. Eddy K. Shutts was second lieutenant, and, after the resignation of Lieutenant Miller, Fred A. Baumgart, who mustered in as first sergeant, was recommended for promotion, which came through military channels toward the close of the war.

A company of infantry was organized in Danville but owing to enlistments being closed did not get into Federal service.

CHAPTER VII

ORGANIZATION OF COUNTY AND FOUNDING OF DANVILLE

LOCATION DETERMINED—CREATION OF VERMILION COUNTY IN 1826—ITS
BOUNDARIES—FIRST COMMISSIONERS—BUTLER'S POINT—DAN W.
BECKWITH—FOUNDING OF DANVILLE—SALE OF LOTS—FIRST CITI-
ZENS—EARLY BUSINESS HOUSES—PIONEER COURTHOUSE AND PROMI-
NENT LAWYERS.

Geographically, Vermilion County has changed from a veritable empire, a component part of New France, to its present limitations. From 1682 until 1763, it had belonged, by right of discovery and occupation, to France.

For administrative purposes New France was divided into two immense districts—Canada and Louisiana, and at one time prior to 1745, the division line of the Illinois country began on the Wabash River, at the mouth of Vermilion River, thence northwest to LaSalle's old fort on the Illinois River, a few miles above Ottawa. North of this line was Canada; south of it, and west of the Wabash, was Louisiana.

At that time the county seat for that part of Vermilion County south of the line was Fort Chartres. North of this line the country was governed from the French post at Detroit. If a French trader wished to marry an Indian girl, in the absence of a nearer priest, go either to Detroit

or Fort Chartres, if he wished to legalize the ceremony. This, however, was not often done.

At the close of the French Colonial War in 1763, the country east of the Mississippi River and west of the Alleghanies was ceded to Great Britain. During the progress of the Revolutionary War, this western country came under the control of Virginia, through the conquest by George Rogers Clark and his soldiers of Vincennes, Indiana, and Kaskaskia, in 1778.

What is now Vermilion County then formed part of Illinois County in the State of Virginia. Later the United States obtained title to the northwest by deeds of cession from Virginia, together with releases from Connecticut, Massachusetts and New York, each of these states claiming title under their old charters from the British crown. Under the ordinance of 1787, passed by Congress, the territory became known as "The Territory of the United States Northwest of the Ohio River."

In 1800 the territory was divided, that part west of a line drawn from the mouth of the Kentucky River to Fort Recovery, the old battlefield of Saint Clair's defeat, in the edge of Mercer County, Ohio, four miles east of the present Indiana state line, thence north to the British possessions, being named and governed as the Indiana Territory, with the capital at Vincennes.

Governor William Henry Harrison on February 3, 1801, directed that the east half of Vermilion County should be in Knox County and the west half in Saint Clair County. This split the county in half with a north and south line, while more than fifty years before Mons. Vaudreuil, governor of New France, divided it in an opposite direction.

In 1809, after the Illinois Territory had been formed out of the Indiana Territory, by a line running from the mouth of the Ohio River up the Wabash River to Vincennes, thence north to the British possessions, and acting Governor Nathaniel Pope issued an order on April 28, 1809, reforming the boundary lines between the counties of Randolph and Saint Clair and that part of Knox lying west of the territorial line, Vermilion County came wholly within the confines of Saint Clair County.

The county seat was now Cahokia, on the west side of the state, opposite the lower suburbs of Saint Louis, Missouri. Anyone at that time wishing to record a deed would have been compelled to travel nearly two hundred miles to Cahokia.

In 1816 Crawford County was formed and Vermilion County became part of that district. The new county seat was at Palestine, at the mouth of LaMotte Creek, where, in 1812, stood Fort LaMotte, a blockhouse, on the extreme northern limit of settlements in eastern Illinois.

One year after Illinois became a state, 1819 to be exact, Clark County was formed off the northern part of Crawford County, and the new county seat was at Aurora, a few miles farther up the Wabash River. Clark County took in all the territory bordering on the Indiana line and north to the Illinois and Kankakee Rivers.

January 3, 1823, Edgar County was organized, its territory being taken from Clark County, and it included by an act of the State Legislature, all that tract of country north of Edgar County to Lake Michigan, this being attached to Edgar County for judicial purposes.

The first official business after this change was transacted at the home of Jonathan Mayo, on the North Arm Prairie, but on April 21, 1823, the county commissioners

fixed the county seat at Paris, the original town being laid out by Amos Williams, the surveyor, whose history is intertwined so much with that of Danville and Vermilion County.

January 18, 1826, Vermilion County was created by an act of the State Legislature, the boundaries being described in the act as follows:

“Beginning on the state line between Illinois and Indiana, at the northeast corner of Edgar County (the act organizing Edgar County fixed its northern boundary by a line running east and west between townships 16 and 17), thence west with the line dividing townships 16 and 17 to the southwest corner of township 17, north, of range 10, east; thence north to the northwest corner of township 22 north; thence east to the Indiana state line; thence south with the state line to the place of beginning, should constitute a separate county, to be called Vermilion.”

For judicial purposes the territory now embraced by Champaign, Iroquois and Ford Counties, two tiers of townships on the east side of Livingston County, two-thirds of the width of Grundy County south of the Kankakee River and nearly one and one-half of the congressional townships in the southwest corner of Will County, was attached to Vermilion County.

Iroquois County was formed in 1833, and by the terms of the act the boundary line of Vermilion County was moved six miles north to the present northern limit. Champaign County was formed in February, 1833, reducing Vermilion County ten miles on the west in its entire length. Livingston County was formed in 1837, Vermilion County losing ten full townships and a half of two others. Grundy County was formed in 1841, and in January, 1836, Ford came into being.

There still remained a "bootleg" or "panhandle" as it was called, lying between Iroquois and Will Counties, this part of Will County later becoming Kankakee County, six miles wide and nearly fifty miles long. South of this was a block of sixteen miles north and south and eighteen miles east and west, with a toe of two townships extending eighteen miles still further south. The three northern townships of the "bootleg" were divided between Will and Kankakee Counties. The remainder was organized into Ford Township in 1859.

Cook County was never a part of Vermilion County, except when Vermilion was a part of Edgar County, between the years of 1823 and 1825, and before the formation of Peoria and Vermilion Counties.

The act creating Vermilion County named John Boyd and Joel Phelps, of Crawford County, and Samuel Prevo, of Clark County, as commissioners to meet at the home of James Butler at Butler's Point the second Monday in March, 1826, and select a site for the new county seat, "with an eye to the future population and eligibility of the place."

The act further required that the owners of land selected as a county seat should donate not less than twenty acres in a square form to be laid off in lots and sold by the county commissioners for the purpose of raising money for the erection of public buildings.

The act also directed that all courts should be held at the home of James Butler until public buildings could be erected, which made Butler's Point in reality the first county seat of Vermilion County.

The commissioners appointed by the legislative act selected a site on the bluffs near the "Salt Works." This was six miles west of the present site of Danville and back

a distance from the south side of the Salt Fork. The surface was flat, cold, clay ground. Water would have been difficult to obtain and drainage would have been a problem.

Major John W. Vance, lessee of the salt lands, refused to yield his rights and the pioneers also remonstrated against the selection and petitioned the state for a more desirable location.

The Legislature, accordingly, on December 26, 1826, passed another act appointing William Morgan, Zachariah Peter and John Kirkpatrick, of Sangamon County, as new commissioners to select the county seat.

January 31, 1827, the new commissioners reported to the county commissioners "that, in their opinion, the lands donated by Guy W. Smith and Dan W. Beckwith, near the mouth of the North Fork of the Vermilion River, was the most suitable place in the county for such county seat."

This selection was based upon the combined natural advantages of drainage, surface soil, water, timber, stone, gravel and other factors in the development of an inland city, not to speak of coal, which has played an important part in the later years of the city.

This site had been part of the location of the ancient Indian town of Piankeshaw, which was mentioned in old French documents as far back as 1719, and in subsequent accounts of early English and American writers. The Indian town was strung along the North Fork of the Vermilion River from the northwestern limits of the present city to Main Street, thence along the Vermilion River as far as the extreme east limits of the present city and extending back on both sides in irregular lines a half mile or more.

There was a line of stalwart oaks upon the river bluffs, and others scattered at intervals over the open plain. West

of Stony Creek and extending northwest from east Danville were patches of hazel and jack oak.

In the vicinity of where the Washington school now stands and extending north and west well toward the bluff, was a broad blue-grass meadow, and showing the marks of the old corn hills of the Piankeshaws. Under the hill west of Mill Street and in the other bottom, extending from the mouth of the North Fork to below the bridge were other ancient Indian corn fields overrun with blue-grass. Eastward of Vermilion Street there was then a prairie, with a few stunted bushes.

Only a few years before there had been scattered Indian wigwams along the bluffs, at a convenient distance from the numerous springs, the temporary homes of roving Kickapoos and Pottawatomies. The original Piankeshaw owners had been driven away by these later tribes.

The board of county commissioners—Asa Elliott, Achilles Morgan and James McClewer—accepted the report of the committee on the county seat location, and accepted the land donated by Beckwith and Smith, ordering the land to be platted into town lots and sold at auction on April 10, 1827.

Notice of this sale was ordered published in the Illinois Intelligencer at Vandalia, then the state capital, and also in a newspaper in Indianapolis, Indiana, these being the two nearest newspapers.

Dan W. Beckwith was employed by the county commissioners to survey the tract and lay out one hundred lots and on the day of the sale Harvey Luddington officiated as auctioneer.

Forty-two lots were sold, the county receiving nine hundred twenty-two dollars and eighty-seven cents. The average price was twenty-two dollars a lot. Most of the lots

sold were on Main and Vermilion Streets in the vicinity of the public square.

The commissioners, in selecting a name for the new county seat, decided to honor Dan W. Beckwith, one of the donors of the land and the earliest settler on the site of what was to be a new city, and named the seat of the county government Danville.

The day of the sale was warm and pleasant and many of those present amused themselves in the afternoon with a snake hunt, killing around seventy-six reptiles, some of which were six feet long.

The rock ledges stood out along the river bluffs in and near Danville and the open seams provided an excellent refuge for the rattlesnakes. They were protected by the Indians who regarded them with superstitious awe never permitting one to be killed. They called these snakes their "grandfather." These rock ledges were later destroyed by quarrying operations by the state, the stone being used for abutments of the first Wabash Railroad bridge across the Vermilion River.

The first houses erected in Danville were those of George Wier, Seymour Treat, Gilbert's Tavern, Dan Beckwith's new house on Main Street, his pioneer cabin being on the edge of the bluff; Amos Williams' new home on the bluff at the foot of Clark Street, and another house at the foot of Walnut Street.

On Vermilion Street and northeast from the public square were the cabins of Hezekiah Cunningham and John H. Murphy; across the street and west of the alley was Dr. Asa R. Palmer's log residence; and west of Vermilion Street and on the north side of the square was a two-story hewn log house, the largest and most palatial building in town, which was owned by George Haworth.

Beasley's blacksmith shop was the first of its kind in the county and this later was purchased by Leander Rutledge, who converted it into Vermilion County's first factory, where the foot-operated lathe turned out bedstead posts and table and chair rounds.

There were about eleven or twelve families living in Danville at the time. The houses were scattered around with little or no attempt at regularity as no streets had been cut through and the only traveled road followed a zigzag course across lots in a northwest direction to the pioneer woolen mill.

The first meeting of the county commissioners, who were John D. Alexander, Achilles Morgan and James D. Butler, was held March 6, 1826, at the home of Mr. Butler at Butler's Point. March 18, another session was held in the Butler home, at which time Vermilion County's first grand jury was selected.

The members of this first grand jury were: John Haworth, Henry Canaday, Barnett Starr, Robert Dixon, Edward Doyle, John Cassaday, James McClewer, Alexander McDonald, Henry Johnson, Henry Martin, Jonathan Haworth, William Haworth, Jacob Brazelton, Peley Spencer, Sr., Isaac M. Howard, Robert Trickle, John Current, John Lamm, Francis Whitcomb, Amos Wooden, Jesse Gilbert, Cyrus Douglas, Harvey Luddington and George Beckwith.

The names of Asa Elliott and James McClewer as new commissioners appear first at the September meeting in 1826. The board met at the home of Asa Elliott in June, 1827, and on the first Monday in September, following, it met at the home of Amos Williams in Danville.

The county affairs were conducted in the home of Amos Williams until the first courthouse, a log house built on

the site where the Lincoln Hall was later erected, was established. It was one story in height with space for a low attic above, about sixteen feet square and made of heavy logs, hewn inside and outside. It was built by William Reed, the first sheriff, for a home.

This courthouse was sold a few years later to Hezekiah Cunningham, who agreed to provide the county with a place for holding court and doing business in the upper story of the large frame building erected by Cunningham & Murphy on the southwest corner of the public square, for a term of two years unless the new courthouse should be completed in the meantime.

The pioneer courthouse was later moved to the corner of North and Hazel Streets, where two wings were added to it and it was weatherboarded. In 1876 it was destroyed by fire.

At the December, 1830, term, the commissioners ordered notice to be given of the plans for a permanent courthouse and that bids would be received for its construction. Nothing was done, however, until December, 1831, when another similar order was issued. Work was begun on the new courthouse early in 1832, the contractor being Col. Gurdon S. Hubbard. John H. Murphy was in active charge of the construction work as superintendent.

The brick was mostly made by Norman D. Palmer on his farm northwest of the city and the building was completed in 1833 and used until its destruction by fire in 1872. It stood on the public square between the wings of the present courthouse, on the east and north and the sidewalks of Vermilion and Main Streets on the south and west. It was two stories in height, made of brick, between forty and fifty feet square, with main entrances on the south and west sides and a door on the north. The lower

story was in one room for the circuit court sessions. The second story was divided into four rooms.

The walls of this pioneer courthouse resounded frequently with the brilliant oratory for which the old school of lawyers was famous.

Abraham Lincoln, immortalized in American history, was unquestionably the most famous of the coterie of noted attorneys who practiced within its confines.

Judge Treat, later of the United States Circuit Court, and Judge David Davis, afterward in the United States Senate, were presiding judges during the life of the building.

Col. E. D. Baker, afterward governor of Oregon, and who was killed at Ball's Bluff, Virginia, during the Civil War, and Edward Hannigan, of Indiana, nationally known as an orator, with Leonard Swett, Usher F. Linder and D. W. Voorhees were among the brilliant group of attorneys who practiced there.

Bradley Butterfield, of Butler Township; Henry Talbot, of Sidell; and H. W. Beckwith, member of the Danville bar, and a son of Dan W. Beckwith, were appointed as a committee to investigate the type of courthouse to replace the burned building and which preceded the present structure. This committee examined three courthouses in Illinois, two in Indiana, and one in Michigan. The new courthouse was built on land the county had owned since 1827, the location of this land in relation to the Public Square being responsible for the unusual shape of the courthouse. This was replaced about fifteen years ago by the present imposing structure.

It will not be amiss to refer to the lives of a few men intimately connected with the early history of Danville and Vermilion County.

Dan W. Beckwith, after whom Danville was named, was born in 1795 in the present limits of Bedford County, Pennsylvania. His father came from New London, Connecticut, and his mother was survivor of the Wyoming massacre. Dan had five brothers and two sisters. Four of his brothers—Jefferson H., better known as Hiram; Norten, a doctor; Sebastian, and George M., came to Vermilion County in its early years.

Dan and George left New York state, where their father had moved from Pennsylvania several years before, and settled in Vigo County, Indiana, in the summer of 1816. Two years later they moved to North Arm Prairie and were living at the Jonathan Mayo home when Illinois was admitted into the union as a state.

In 1819, the two brothers came to the salt works and George remained in this county until 1834 when he moved to a farm on the Kankakee River, a mile below the mouth of Rock Creek, where he died in 1859.

Dan W. Beckwith died in December, 1835, in Danville. He was a large man, six feet, two inches tall, weighing about 190 pounds. He was spare in frame but muscular.

His first mercantile venture was a small quantity of goods suitable for barter with the Indians, which he kept in a small log cabin in 1821 just about where the bandstand now stands on the west side of Harrison Park.

Later he moved into what is now Danville, building a log trading post on the brow of the hill, just a little southwest of the old Danville Seminary. His third place of business was at the west end of Main Street. He was also county surveyor from the time the county was organized until his death.

Col. Gurdon Saltonstall Hubbard, whose name is also linked with early trading days of what is now the city of

Danville, was born in Vermont. He left Montreal, Canada, when sixteen years old, to come into the middle west and engage in the fur trading business for the American Fur Company, which maintained headquarters at Mackinaw.

He came to Chicago in October, 1818, and crossed what is now Vermilion County in 1819. The trading posts of the American Fur Company were located on the Iroquois, Embarrass and the Little Wabash rivers. Hubbard traveled the entire country between Chicago and Vincennes, Indiana.

In 1824 Hubbard succeeded Antonin Des Champs, who for forty years had been in charge of the company's trade between the Illinois and Wabash rivers, and abandoned the posts on the Illinois River, introducing pack-horses instead of boats and using "Hubbard's Trace," as his trail from Chicago to the salt works was called. In 1827 he abandoned the posts on the Embarrass and Little Wabash rivers, and shortly afterward built the first frame structure, a trading post, in Danville. It stood on the south side of the public square.

This post became the headquarters of the Indian fur trade in this territory and it was nothing for fifty to one hundred Indians, with their squaws and papooses, to come to Danville and dispose of their furs at Hubbard's Post.

He had a staff of clerks, including Samuel Russell and William Bandy and three Frenchmen; Noel Vassar, Nicholas Boilvin and Toussaint Bleau. Boilvin married a daughter of Doctor Woods and Bleau a daughter of Dr. A. R. Palmer.

In 1832 the fur trade having declined because of the constantly increasing scarcity of fur-bearing animals, Colonel Hubbard, following the departure of the Indians from this part of the country, changed his trading post into a

mercantile establishment where merchandise for the white settlers predominated.

That same year, Colonel Hubbard sold his stock to Dr. William Fithian and in 1833 he went to live in Chicago, where he died a number of years later and where he became a prominent figure.

Another pioneer merchant was Hezekiah Cunningham, who came to Danville in 1828 and engaged in the mercantile business. He was born March 3, 1803, in Virginia, the son of David and Nellie Burnett Cunningham. He came west with his parents in 1819 and located on the North Arm Prairie in Edgar County.

He came to Vermilion County in 1825 and married Mary Alexander, daughter of John R. Alexander. After moving to Danville he was in business about ten years. Mrs. Cunningham was born in 1791 and died September 5, 1867.

A daughter of Hezekiah Cunningham became the wife of Judge Oliver L. Davis, and a granddaughter, Mrs. J. B. Mann, daughter of Judge and Mrs. Davis, is still living in Danville. Mrs. Davis was born in 1827 at the Cunningham home which was on the Little Vermilion River.

A son was W. T. Cunningham. This son was appointed collector for the seventh district by President Lincoln and afterwards became deputy circuit clerk for the county.

Hezekiah Cunningham was a captain in the Vermilion County Militia, but went into the Winnebago war as a private under Capt. Achilles Morgan. He was a soldier in the Blackhawk War.

The first election in the newly organized Vermilion County saw eighty votes cast, fifty seven of which were cast for William Reed as the first sheriff.



VERMILION COUNTY JAIL IN 1869

Built about 1840. The central figure in long coat and "top hat" may be Abraham Lincoln.
The man next to him in "top hat" may be Dan Beckwith, Sr.

CHAPTER VIII

ORGANIZATION OF COUNTY AND FOUNDING OF DANVILLE—*Continued*

FURTHER DEVELOPMENT OF DANVILLE AND VERMILION COUNTY—POPULARITY OF AMOS WILLIAMS—HIS INTEREST IN EDUCATION—EARLY CHURCHES—ALVAN GILBERT AND HIS INFLUENCE—HARDSHIPS OF PIONEER LIFE—EXPERIENCES OF EARLY SETTLERS—THEIR DESCENDANTS IN DANVILLE—TRANSPORTATION METHODS—COMING OF THE RAILROAD.

When the Vermilion County company was raised for the Winnebago War in 1827, Reed and Dan Beckwith both were anxious to go and after much argument between them, the sheriff won his wish to go with the Vermilion county soldiers and Beckwith agreed to look after his duties until his return, which was about two weeks later.

Amos Williams was another pioneer intimately connected with the birth and development of Danville and Vermilion county. He was the first county clerk, serving from the organization of the county until 1843. He also held the offices of clerk of the commissioners' court, clerk of the circuit court, judge of probate court, county recorder, register of saline lands, master in chancery, Danville postmaster and notary public. All of these offices he held uninterruptedly from the beginning of the county

organization until 1843, and some of them he held until 1849.

Despite these varied activities, he was universally popular and remarkably faithful and attentive to business. For many years, according to a memorial published in the Vermilion County Republican, in November, 1857, "it was the prevailing opinion that no one was qualified to do county business well but Amos Williams. The influence of his correct business habits will be felt in this and other counties long after he is forgotten."

Amos Williams was born June 15, 1794, in Franklin county, Pennsylvania. In early manhood he settled in Edgar county and from a school teacher and surveyor, he was promoted to the position of county clerk. This office he held until Vermilion county was set off, when he became one of its first citizens.

He located at Butler's Point where the first circuit court was held and assisted in surveying the county and laying off the county seat, building the first house in it.

He was specially interested in education and built and owned the first and only schoolhouse Danville had for many years. This was also used as a house of worship by all denominations and also for public speaking, lyceums and public entertainments of an instructive or educational character, and it is claimed he never received a dollar for the use of the building.

He assisted materially in building the early churches, seminaries and the Great Western railroad. He died November 15, 1857, closing an eventful life.

Alvin Gilbert is another of the pioneers worthy of special mention, the Gilbert family not only being prominent in the early days of Danville but also in Ross township.

He was born July 11, 1810, in Ontario County, New York, and at the age of fifteen with his parents, Samuel and Mary Gilbert, and two younger brothers, James H. and Elias M., settled in Crawford County, Illinois, in the spring of 1825. A year later the family moved to a point two miles south of where Danville now stands.

There was not a town in the county with more than fifty families and the settlers were compelled to go to Eugene, Indiana, for milling purposes and to purchase other needed articles.

Samuel Gilbert worked his farm for five years and in 1831 when his brother, Solomon Gilbert, came from the east and built a mill near Danville on the North Fork, he took charge of this establishment. He also became interested in the first ferry service across the Vermilion river at Danville, which was established by another brother, Jesse Gilbert.

Samuel Gilbert moved to Ross Township in 1839, where he was the first justice of peace and the first postmaster. He died June 29, 1855, and was buried in Danville.

Alvan Gilbert was married April 18, 1831, to Miss Matilda Horr and a year later he moved to Ross Township and bought a small farm from his father-in-law, Robert Horr, to which he added by entry and purchase until he owned 240 acres. This farm he sold to his father and bought another farm from his uncle, Solomon Gilbert, which included the present northern limits of Rossville. He sold this three years later and bought a third farm, which included the southern limits of Rossville, finally acquiring a nine hundred acre estate.

Alvan Gilbert was member of the board of supervisors for many years and served as president of the board. He

was also one of the commissioners appointed by the legislature to divide Vermilion County in townships when the county adopted the form of township organization, the others being John Canaday, of Georgetown, and Judge Guy Merrill, of Danville.

The village of Alvin was named after Alvan Gilbert, the name being spelled by the government with an "I" instead of Alvan, through an error.

He served in the Blackhawk war and with a companion accomplished a hazardous piece of work by carrying dispatches two hundred miles through a hostile country to General Atkinson, then at Ottawa.

From Alvan Gilbert, writers of the early history of the county secured the story of his experience in one of the most sudden and extraordinary changes in weather ever known in this part of the country.

This occurred during the night of December 16, 1836. There had been a deep snow, followed for two or three days of mild weather and the snow was melting fast.

That day Gilbert started to Chicago with a drove of hogs and as he and his helpers reached Bicknell's prairie, the temperature lowered, accompanied by a strong wind and dark masses of clouds from the northwest.

Within ten minutes the cold became so intense that Gilbert realized he and his men would soon freeze if they remained on the prairie. They hurriedly started for the nearest point of timber, seven miles distant with the team and wagon. Their hands and feet were badly frozen before they reached this refuge. That night eighteen of the hogs were frozen to death on the prairie and many of the survivors were frozen to the ground.

Two men named Frame and Hildreth were caught the same night between Bicknell's Prairie and Milford. A

creek, too deep to ford, prevented their reaching a pioneer cabin, and they killed one of their horses, disemboweled the animal and crowded themselves into the aperture to keep from freezing. During the night Frame froze to death, his companion managing to reach the nearest house the next morning, although badly frozen. All through the country livestock was frozen to the ground, which was frozen thick in half an hour so that it would bear up a team and wagon.

Hezekiah Cunningham, referred to before in this chapter as one of the pioneers of what is now the city of Danville, was the author of an article on Vermillion county's part in the Winnebago War, which was first published in H. W. Beckwith's History of Vermilion County, and which is worthy of reproduction in this history, despite that the Winnebago War has been fully treated in another chapter.

Here is Mr. Cunningham's story of his own experiences:

"I was out in the Winnebago War. Myself, Joshua Parish, now living at Georgetown, Abel Williams, living near Dallas, and almost ninety years old, and Gurdon S. Hubbard, of Chicago, are the only survivors, according to the best of my information.

"In the night-time, about the 15th or 20th of July, 1827, I was awakened by my brother-in-law, Alexander McDonald, telling me that Mr. Hubbard had just come in from Chicago with the word that the Indians were about to massacre the people there, and that men were wanted for their protection at once. The inhabitants of the county capable of bearing arms had been enrolled under the militia laws of the state, and organized the Vermilion County Battalion, in which I held a position as captain. I dressed myself and started forthwith to notify all the men belong-

ing to my company to meet at Butler's Point, six miles southwest of Danville, the place where the county business was then conducted and where the militia met to muster. The captains of the other companies were notified, the same as myself, and they warned out their respective companies, the same as I did mine. I rode the remainder of the night at this work up and down the Little Vermilion.

"At noon the next day the battalion was at Butler's Point. Most of the men lived on the Little Vermilion River and had to ride or walk from six to twelve miles to the place of rendezvous. Volunteers were called for, and in a little while fifty men, the required number, were raised. Those who agreed to go then held an election of their officers for the campaign, choosing Achilles Morgan, captain; Major Bayles, first lieutenant, and Col. Isaac R. Moores as second. The names of the private men, as far as I remember them, are as follows: George M. Beckwith, John Beasley, myself (Hezekiah Cunningham), Julian Ellis, Seaman Cox, James Dixon, Asa Elliott, Francis Foley, William Foley, a Mr. Hammers, Jacob Heater, a Mr. Davis, Evin Morgan, Isaac Goen, Jonathan Phelps, Joshua Paris, William Reed, John Myers ('Little Vermilion John'), John Saulsbury, a Mr. Kirkman, Anthony Swisher, George Swisher, Joseph Price, George Weir, John Vaughn, Newton Wright and Abel Williams.

"Many of the men were without horses, and the neighbors who had horses and did not go loaned their animals to those who did. Still there were five men who started afoot, as there were no horses to be had for them. We disbanded, after we were mustered in, and went home to cook five days' rations, and were ordered to be at Danville the next day.

"The men all had a pint of whisky, believing it essential to mix a little of it with the slough water we were to drink on our route. Abel Williams, however, was smart enough to take some ground coffee and a tin cup along, using no stimulants whatever. He had warm drinks on the way up to Chicago, and coming back all of us had the same.

"We arrived at the Vermilion River about noon on Sunday, the day after assembling at Butler's Point. The river was up, running, bank full, about a hundred yards wide, with a strong current. Our men and saddles were taken over in a canoe. We undertook to swim our horses, and as they were driven into the water, the current would strike them and they would swim in a circle and return to the shore a few rods below.

"Mr. Hubbard, provoked at this delay, threw off his coat and said, 'Give me Old Charley,' meaning a large, steady-going horse, owned by James Butler and loaned to Jacob Heater. Mr. Hubbard, mounting this horse, boldly dashed into the stream, and the other horses were quickly crowded after him. The water was so swift that Old Charles became unmanageable, when Mr. Hubbard dismounted on the upper side and seized the horse by the mane, near the animal's head, and swimming with his left arm, guided the horse in the direction of the opposite shore. We were afraid he would be washed under the horse, or struck by his feet and be drowned; but he got over without damage, except the wetting of his broadcloth pants and moccasins. These he had to dry on his person as we pursued our journey.

"I will here say that a better man than Mr. Hubbard could not have been sent to our people. He was well known to all the settlers. His generosity, his quiet and determined

courage, and his integrity, were so well known and appreciated that he had the confidence and goodwill of everybody, and was a well-recognized leader among us pioneers.

"At this time there were no persons living on the north bank of the Vermilion River near Danville, except Robert Trickle and George Weir, up near the present woolen factory, and William Reed and Dan Beckwith; the latter had a little log cabin on the bluff of the Vermilion, near the present highway bridge, or rather on the edge of the hill east of the highway some rods. Here he kept store, in addition to his official duties as constable and county surveyor.

"The store contained a small assortment of such articles as were suitable for barter with the Indians, who were the principal customers. We called it 'The Saddle-bags Store,' because the supplies were brought up from Terre Haute in saddle-bags, that indispensable accompaniment of every rider in those days, before highways were provided for the use of vehicles.

"Mr. Reed had been elected sheriff the previous March, receiving fifty-seven out of the eighty votes that were cast at the election, and which represented about the entire voting population of the county at that time. Both Reed and Dan wanted to go with us, and after quite a warm controversy between them, as it was impossible for them both to leave, it was agreed that Reed should go, and that Beckwith would look after the affairs of both until Reed's return. Amos Williams was building his house at Danville at this time, the sale of lots having taken place the previous April.

"Crossing the North Fork at Denmark, three miles north of Danville, we passed the cabin of Seymour Treat. He was building a mill at that place, and his house was the



VERMILION COUNTY'S SECOND COURT HOUSE



FIRST STORE BUILDING IN DANVILLE WHICH STOOD ON THE PRESENT LOCATION
OF THE PALMER NATIONAL BANK

last one in which a family was living until we reached Hubbard's trading post, on the north bank of the Iroquois River, near what has since been known as the town of Buncombe, and from this trading house there was no other habitation, Indian wigwams excepted, on the line of our march until we reached Fort Dearborn.

"It was a wilderness of prairie all the way, except a little timber we passed through near Sugar Creek and at the Iroquois.

"Late in the afternoon we halted at the last crossing of the North Fork, at Bicknell's Point, a little north of the present town of Rossville. Here three of the footmen turned back, as conditions of the streams rendered it impossible for them to continue longer with us. Two men who had horses also left us. After a hasty lunch we struck out across the eighteen-mile prairie, the men stringing out on the trail Indian file, reaching Sugar Creek late in the night, where we went into camp on the south bank, near the present town of Milford.

"The next day before noon we arrived at Hubbard's Trading House, which was on the north bank of the Iroquois, about a quarter of a mile from the river. A lot of Indians, some of them half naked, were lying and lounging about the river-bank and trading house; and when it was proposed to swim our horses over, in advance of passing the men in boats, the men objected, fearing the Indians would take our horses, or stampede them, or do us some other mischief. Mr. Hubbard assured us that these savages were friendly, and we afterward learned that they were Pottowatomies, known as "Hubbard's Band," from the fact that he had long traded with and had a very great influence over them.

"It is proper to state here that we were deficient in arms. We gathered up squirrel rifles, flint-locks, old muskets, or anything like a gun that we may have had about our houses. Some of us had no firearms at all. I myself was among this number. Mr. Hubbard supplied those of us who had inefficient weapons, or those of us who were without them. He also gave us flour and salt pork. He had lately brought up the Iroquois River a supply of these articles. We remained at Hubbard's Trading House the remainder of the day, cooking rations and supplying our necessities. The next morning we again moved forward, swimming Beaver Creek, and crossing the Kankakee River at the rapids, just at the head of the island near Momence; pushing along, we passed Yellowhead's village.

"The old chief, with a few old men and the squaws and papooses, were at home; the young men were off on a hunt. Remaining there a little time we again set out, crossing a branch of the Calumet to the west of Blue Island. All the way from Danville we had followed an Indian trail, since known as 'Hubbard's Trace.' There was no sign of roads; the prairies and whole country was crossed and recrossed by Indian trails, and we never could have got through but for the knowledge which Mr. Hubbard had of the country.

"It had been raining for some days before we left home, and it rained almost every day on the route. The streams and sloughs were full of water. We swam the former and traveled through the latter, sometimes almost by the hour. Many of the ponds were so deep that our men dipped up the water to drink as they sat in their saddles. Colonel Hubbard fared better than the rest of us—that is, he did not get his legs wet so often, for he rode a very tall, iron-gray stallion, that Peleg Spencer, Sr., living two miles

north of Danville, loaned him. The little Indian pony which Hubbard rode from the Iroquois to Spencer's was so used up as to be unfit for the return journey.

"We reached Chicago about four o'clock on the evening of the fourth day, in the midst of one of the most severe rainstorms I ever experienced, accompanied by thunder and vicious lightning. The rain we did not mind; we were without tents, and were used to wetting. The water we took within us hurt us more than that which fell upon us, as drinking it made many of us sick.

"The people of Chicago were glad to see us. They were expecting an attack every hour since Colonel Hubbard had left them, and as we approached they did not know whether we were enemies or friends, and when they learned that we were friends they gave us a shout of welcome.

"They had organized a company of thirty to fifty men, composed mostly of Canadian half-breeds, interspersed with a few Americans, all under command of Captain Beaubien; the Americans, seeing we were a better looking crowd, wanted to leave their associates and join our company. This feeling caused quite a row, and the officers finally restored harmony, and the discontented men went back to their old command.

"The town of Chicago was composed at this time of six or seven American families, a number of half-breeds, and a lot of idle, vagabond Indians loitering about. I made the acquaintance of Robert and James Kinzie and their father, John Kinzie.

"We kept guard day and night for some eight or ten days, when a runner came in—I think from Green Bay—bringing word that General Cass had concluded a treaty with the Winnebagoes, and that we might now disband and go home.

"The citizens were overjoyed at the news, and in their gladness they turned out one barrel of gin, one barrel of brandy, one barrel of whiskey, knocking the heads of the barrels in. Everybody was invited to take a free drink, and, to tell the plain truth, everybody did drink.

"The ladies at Fort Dearborn treated us especially well. I say this without disparaging the good and cordial conduct of the men toward us. The ladies gave us all manner of good things to eat; they loaded us with provisions, and gave us all those delicate attentions that the kindness of woman's heart would suggest. Some of them—three ladies, whom I understood were recently from New York distributed tracts and other reading matter among our company, and interested themselves zealously in our spiritual as well as temporal welfare.

"We started on our return, camping out of nights, and reaching home on the evening of the third day. The only good water we got going or coming back was at a remarkable spring bursting out of the top of a little mound in the midst of a slough, a few miles south of the Kankakee. I shall never forget this spring; it was a curiosity, found in the situation I have described.

"In conclusion, under the bounty act of 1852, I received a warrant for eighty acres of land for my services in the campaign above narrated."

The Winnebago War was caused by the acts of unprincipled white men in charge of two keel boats ascending the Mississippi River near Prairie du Chien.

The boatmen landed at a Winnebago camp north of Prairie du Chien and engaged the Indians in a drunken orgy, during which the white men kidnapped six or seven squaws, who were also drunk. The squaws were taken on

the boats and taken to Fort Snelling and back, subjected to the beastial actions of the boatmen.

On their return several hundred Indians attacked the boats in which the squaws were confined. The Indians had sobered up and realized what the white men had done. There was a furious battle. The squaws escaped and returned to their braves. The Indians were repelled by the few boatmen, but Indian war parties began attacking every white person within reach. Two white men and a white child were scalped, and the white settlers became alarmed. Several white men had been killed in the attack on the boats.

The Pottawatomies about Chicago and westward sympathized with the Winnebagoes and the situation became serious. The federal government ordered a movement of troops under General Atkinson and Governor Edwards, of Illinois ordered out a regiment to report at Galena.

The settlers at Chicago became alarmed and fearing destruction sent Colonel Hubbard to Vermilion County for troops. This war, which ended without bloodshed as far as Vermilion county was concerned, probably brought about the first excursion of Danville and Vermilion county residents to Chicago and the account of the trip by Mr. Cunningham is so vivid that it should be preserved for all time.

There are a number of descendants of the first settlers living in Danville and Vermilion county today, but few direct descendants. Dan Beckwith, Amos Williams, and Hezekiah Cunningham, among the first settlers of this section, have direct descendants living today in Danville.

Dan Beckwith, chief deputy United States district clerk, is a great-grandson of Dan W. Beckwith. His father was

Clarence Beckwith, a son of Hiram W. Beckwith, whose father was the man from whom Danville derived its name.

Charles Mires Woodbury and the Misses Mary Woodbury, Lucy Woodbury and Flora M. Woodbury are the grandson and granddaughters of Amos Williams and their mother, Maria Louise Williams, was the first white child born in Vermilion County, February 22, 1827, at Butler's Point. While she was a tiny baby the Indians asked her parents to trade her to them for a pappoose. She married Dr. William W. R. Woodbury, who came to Danville in 1833 and who founded the Woodbury Drug and Book Company, now two separate companies but still in the same family.

Dr. Woodbury was a graduate physician, his alma mater being Rush Medical College, class of 1850. He had served an apprenticeship with Dr. W. E. Fithian. In 1850 he bought a half interest in the James A. D. Sconce drug store for five hundred and sixty-three dollars and sixty-one cents. The annual store rental was seventy-five dollars. Danville's population was seven hundred and thirty-six, and merchandise was brought to Perrysville and Covington, Ind., by canal and brought overland to Danville by wagon. In 1853 the interest of Mr. Sconce was purchased by Stephen and John W. Mires and the firm name became Woodbury & Company. In 1857 Doctor Woodbury acquired full control of the business and in 1859 he built the Lincoln Hall block, the three story building now forming the west half of the Plaza hotel building.

Abraham Lincoln was a patron of the Woodbury store in the days he spent on court business in Danville, and the family knew him very well. In 1885 Doctor Woodbury retired and Amos Gardner Woodbury became sole owner, Charles M. Woodbury, Miss Flora M. Woodbury and

Charles F. Ehlers, who died recently, joining the firm in 1903.

Mrs. Nell Mann Shedd and Attorney Oliver Davis Mann, both living here now, are great-grandchildren of Hezekiah Cunningham, their grandmother being Mrs. Oliver L. Davis, wife of Judge Davis and a daughter of Mr. and Mrs. Hezekiah Cunningham. Mrs. Davis was born in Vermilion County, September 3, 1827, one of the first white children born in the county. Mrs. J. B. Mann, mother of Mrs. Shedd and Mr. Mann, is also living and she is a granddaughter of Hezekiah Cunningham and a daughter of Judge and Mrs. Davis. The four children of Mr. Mann represent the great-great-grandchildren of Hezekiah Cunningham.

Clint C. Tilton, former publisher of the Morning Press and now active in Danville civic affairs, is a direct descendant of Major John W. Vance, who came here in 1824 to lease the salt works, and also a direct descendant of Mrs. Lura ("Grandma") Guyon, famous for fifty years as a mid-wife.

He was the son of Mr. and Mrs. Samuel R. Tilton, of Catlin Township, and his mother was a daughter of Major Vance and a granddaughter of Mrs. Guyon, by her first marriage to Dr. Rutherford, an eastern physician who died in Ohio and who probably was responsible for Mrs. Guyon's remarkable knowledge of medicines and her ability as a nurse in the pioneer homes.

Clint C. Tilton has made an exhaustive study of Vermilion county history and especially of the life of Lincoln and probably has one of the best libraries on Vermilion County and Lincoln in this part of the country.

There has been some dispute as to the location of Dan W. Beckwith's first cabin in Vermilion County, and light has

been thrown upon this question by G. W. Palmer, of Bremerton, Washington, who wrote the following letter May 17, 1928, to Charles M. Woodbury, and which is worth repeating in this history, because of the apparent first hand knowledge of many early events possessed by Mr. Palmer:

“As I am one of the very few, possibly half-dozen, who can go back eighty years in their knowledge of Danville, I want to add my mite to your records. I took my first breakfast Monday, March 23, 1846, on the site now occupied by the Yellow Taxi Cab Company on West Main Street.

“Ralph McCormack was an early settler in the same month, just one block east. My special reason, or urge, for writing this is a mistake or what I think is a mistake, I find running through the published history. The statement was made several times that Dan Beckwith lived in a dugout on the hill overlooking Denmark. Now that may be true. John Purser, now living in Everett, Washington, remembers seeing the remains of a cabin in that location, but he has no history of it.

“But the real home of Mr. Beckwith was on the hill directly north of the west end of the present golf ground (now Harrison Park), that is, across the creek.

“Amos Williams built a saw mill on the stream there, with log and brush dam. This had been some years before I saw it. My father went to Oregon, with his first family of children, in 1851. He came back in January, 1853, and in March we moved into the farm, where John Tincher's home is now. Sometime that summer I went with father to the mill after lumber. The north end of the dam had been washed out and Mr. Williams had several men at work repairing it. That is my clearest recollection of Mr. Williams, although I probably saw him many times afterward.

"My father pointed out to me the spot on the hill where Dan Beckwith's home was. In after years when I was old enough to roam the woods alone, I looked for any signs of the cabin. The excavation was about half filled by the wash from the higher ground, but there were two logs at a front corner in position, badly decayed but still holding their shape, so that I could see the exact location. The storms of seventy years have most likely obliterated every sign of a habitation by this time.

"Now as my father went into that neighborhood nearly as early as Mr. Beckwith, and they were the best of friends, living less than a mile apart, I feel confident my knowledge is correct. I would like at this time to tell of the oldest record in the county although I am sorry to say, I have no proof whatever to corroborate my statements.

"In about 1857 or 1858, I with another boy while wandering with guns and a dog found an old beach tree on the hillside west of the golf ground, half way up the hill, with this inscription carved on it, 'S. David, 1804.' The carving was so well done that there could be no mistake in the reading. Several years afterward in conversation with an old man that when a boy lived near Lafayette, Indiana, I mentioned seeing this carving. He said he knew in his boyhood days an old trapper by the name of Samuel David in Tippecanoe County, Indiana.

"After talking with him I went to look for the tree. I found only a little line of rotted wood. Time and the storms had blotted out the record and it only remains in the memory of the little boy who saw it seventy years ago."

Reverting to the early history of Vermilion county as a political organization, a government land office was located in Danville in 1831, after the citizens of the county

had petitioned the governor to secure such an office for this county.

Samuel McRoberts was the first receiver and J. C. Alexander the first register. This land office remained here for twenty-five years and played a material part in bringing settlers to the county.

The first regularly established mail route was inaugurated in 1832 between Chicago and Vincennes, by way of Danville, and in 1836 a postal route was established between Danville and Springfield, by way of Decatur. The same year another route was secured from Danville to Ottawa, and a fourth route from Indianapolis, by way of Danville, Indiana, Rockville, Montezuma and Newport to Danville.

A few years later another mail route was established between Springfield to Lafayette, Indiana, by way of Danville. These routes gave Danville a place on the principal mail routes in the middle west.

Commercial transportation was chiefly by rivers and the whole Illinois country west to the Sangamon River was wholly dependent upon the Wabash River towns for supplies. These principal "ports" were Clinton, Eugene, Perrysville, Covington, Attica and Lafayette.

It was not until the arrival of the railroads that Vermilion County was released from the bondage of the Wabash River and the canal that ran alongside it. Early Danville residents tried to slack-water the Vermilion River and make it navigable to the mouth, but this was not successful and as early as 1831 Vermilion and other counties petitioned congress for a strip of land between Chicago and Vincennes for a railroad.

The Chicago & Vincennes Railway was granted a charter in 1835, and among the charter members were Gurdon

S. Hubbard, then a resident of Chicago, John H. Murphy and Isaac R. Moores, of Danville. The same year a charter was secured for a railroad from Quincy to the Indiana state line in the direction of Lafayette, by way of Springfield, Decatur and Danville. This railroad was chartered under the name of the Northern Cross Railroad, and is now a part of the Wabash system.

There is an interesting story told in connection with the present roadbed of the Wabash railroad through Vermilion County, which ate up a large portion of the one million eight hundred thousand dollar appropriation for the building of the entire road, which had its eastern terminus at what is now State Line, once known as Illiana.

Dr. W. E. Fithian was the representative from Vermilion County in the state legislature. He foresaw the inevitable financial crash that was to follow the wave of general internal improvements. He argued that the new country was not yet ready for extensive construction of railroads. Railroads were to serve a useful purpose, but at that time there was not the shipping market that would create dividend-earning receipts.

He found himself in the minority and accepting the fact that the people's money was going to be wasted anyway, he shrewdly managed the legislative appropriation so that the construction work would start in Vermilion County.

The roadbed was graded from the Champaign County line to the Indiana state line, the heavy cuts and fills and the three large abutments, or piers, the heaviest and most expensive part of the road east of the Sangamon River were completed first and just as the financial crash of 1837 came, which put an end to the further construction of the system.

In 1853 the project of a railroad from Decatur east across the state was revived, and the heavy work on the roadbed across Vermilion county was too valuable to be ignored and proved the lodestone that brought the iron rails to Danville.

At this time another company was building a railroad from Toledo, Ohio, up the Maumee and down the Wabash rivers. It was intended originally to run the line through Covington and thence south to St. Louis, by way of Paris, but its promoters met the builders of the new road in Illinois, which was now called the Great Western, in New York City.

The railroad from the east was changed so as to cross the Wabash River at Attica and come on to Danville. The Wabash was intended to have Danville as a terminal point and for a time did operate the section between Danville and State Line, but the two corporations disagreed about some trivial matter and the Wabash withdrew to State Line, compelling the Great Western to follow. Here they remained for eight years until the consolidation of the two roads in 1865, which again made Danville a terminal point.

The Pioneer was the first engine to run into Danville, crossing the bridge over the Vermilion River in the latter part of October, 1856. The connection with the Wabash construction train was made five miles northeast of Danville, in Makemson's timber. The next day the Wabash engines were in Danville, the last spike on the eastern road having been driven the night before.

The story of the early railroads rightly belongs in the chapter devoted to Vermilion County, whose early history, it will be conceded is interwoven with that of Danville Township and the city of Danville.

There was felt, following the completion of the Great Western and Wabash railroads, that Danville needed a direct outlet for travel and freight to Chicago, and in 1868, the state legislature passed an act authorizing the townships to vote bond issues for the construction of such a railroad.

Among those actively interested in this project were John L. Tincher, Hiram W. Beckwith and Alvan Gilbert, and it was through Mr. Tincher's influence that the charter was granted.

Danville Township voted a bond issue of seventy-two thousand dollars for the construction of the railroad and seventy-five thousand dollars for the erection of the carshops in this city. Ross Township voted a bond issue of twenty-four thousand and Grant Township voted to spend eighteen thousand on the project.

This road, the first stretch of what is now the Chicago & Eastern Illinois Railroad, was completed between Chicago and Danville in 1871. The road was originally bonded for five million dollars, which represented the supposed value at that time, but the panic of 1872 shot the values of stocks downward and as a result the railroad was placed in the hands of a receiver in 1874, the receiver being General A. Anderson, who managed it until 1877, when the road was sold to a new corporation for one million, four hundred and fifty thousand dollars.

The original company started the construction of a branch line from Danville to Brazil, Indiana, in 1872, and this branch was completed and in operation to Coal Creek, Fountain County, Indiana, before the crash.

The Indianapolis, Crawfordsville & Danville and the Danville, Urbana, Bloomington & Pekin railroads were

being promoted at about the same time as the Chicago road, and also received considerable financial help from Danville and Danville residents.

The Indianapolis, Crawfordsville & Danville road was completed as far west as Crawfordsville in 1869, and the Danville, Urbana, Bloomington & Pekin road was completed from Pekin to Danville in January, 1870. Trains ran between Danville and Pekin for nine months before the gap between Danville and Crawfordsville was closed. The rail connection was made in January, 1870, eight miles east of Danville and through trains were inaugurated.

Early in the seventies a new railroad route from Evansville, Indiana, to Chicago was established by the completion of the Evansville, Terre Haute & Chicago and Chicago, Danville & Vincennes railroads. Within the next year the Lafayette, Bloomington & Muncie Railroad was extended across the northern part of the county, and later came the Paris & Danville road, giving the southern part of the county an outlet north and south.

The narrow gauge road in the northern part of the county built by Mr. Gifford and the Penfield brothers, of Rantoul, also offered another outlet in the northern part of the county, and became an important link in the ultimate development of transportation facilities in the county. Later came the branch line from Danville southwest through Westville to Sidell and Allerton to Villa Grove, now a part of the C. & E. I. system.

Of a necessity many names of people associated with the early history of Vermilion county have been omitted, not through any intentional neglect, but for lack of space. The older a county becomes, the less space can be devoted to the pioneer days and it becomes necessary to build the story around the chief points of interest.

During the research work being done by the writer, it was suggested that the descendants of the first settlers, possibly up to 1830, would form an interesting club or society and this idea should be put into action before the early records are gone. Such a society could well and easily collect data for a volume that would deal entirely with the story of Vermilion County between 1818, or earlier, and 1830, or possibly a few years later, and this could be much more complete than a chapter on Vermilion County could possibly be in this history.



SPRING IN HARRISON PARK NEAR WHERE
DAN W. BECKWITH'S CABIN STOOD



BAND STAND IN HARRISON PARK NEAR WHERE
THE BECKWITH LOG CABIN STOOD

CHAPTER IX

DANVILLE

EARLY TAVERNS—INDUSTRY IN ITS INFANCY—MILLS—RIVER TRAFFIC—
PIONEER BUSINESS HOUSES—STATE BANK OF ILLINOIS IN DANVILLE
—PRESENT FINANCIAL INSTITUTIONS—BUILDING ASSOCIATIONS—
HISTORY OF THE POST OFFICE—VERMILION COUNTY HISTORICAL
SOCIETY—JOHN C. SHORT—HARRISON PARK.

Of a necessity much of the early history of Danville township and city has been treated in the history of Vermilion County. As the seat of government for the county, that concerns Danville concerns the rest of the county or more so than other townships.

A new city, especially one that is a seat of government and also has a land office, must have hotels, and the early taverns or inns played a prominent part in the history of the city.

The Hotel Grier-Lincoln today occupies a site near the center of the city's business in the pioneer days. Back in the seventies the Arlington Hotel occupied the present site of the Grier-Lincoln, and this hotel gradually won the favor of the public, marking the passing of the historic old McCormack House, which was located just west.

The first part of the McCormack House was built in 1833 by Jesse Gilbert. It was a frame building and the

planks were fastened with wooden pins, nails not being in general use then.

Charles S. Galusha built an addition to this building. Later Mr. Cross operated it for a time and then William McCormack took it over and enlarged it.

Guests were entertained in a princely style at the old McCormack House. It was the gathering place for judges, lawyers, landseekers, in fact every class of people who had business in Danville, its most famous guest being Abraham Lincoln, who practiced law for more than a dozen years in the Vermilion County Circuit Court.

Solomon Gilbert built the first tavern, a log structure, which stood at the west end of Main Street, in 1827. It was soon relegated to the background by the more pretentious hotels that went up, one of these being the Pennsylvania House.

Bluford Runyen owned the lot and first built a log house on the rear of the property in 1828. He sold out to John Leight, who started the larger hotel building, but soon sold out to Samuel J. Russell, who built the north end of the tavern in 1832. It stood on the west side of Vermilion Street half way between the public square and what in later years was the Aetna House.

Russell was also in the mercantile business and he sold the hotel to Mr. Willison, who in turn disposed of it to Abram Mann, Sr., who had recently come from England.

Mr. Mann built the southern part of the hotel. The ballroom, a necessary part of the pioneer taverns, was on the west side over the diningroom.

The Pennsylvania House, together with the log house built by Mr. Runyen until 1875 when the growth of the business section of the city crowded it out.

The north part of the Aetna House building was built in 1865 by M. M. Redford, and it began at once to attract the favorable attention of the traveling public. William Farmer and D. Gree built an addition in 1873, and it became the largest hotel in the city.

The Arlington Hotel was built in 1875 by Crane & Son and William McCormack.

The Saint James Hotel, the same size as the Arlington Hotel, was built on Main Street three blocks east of the public square in 1867 by Ed Galligan and in 1871 he built an addition to it.

The Tremont Hotel, further east on Main Street, was built about the same period by Anselm Sieferman, at a cost of more than sixteen thousand dollars. The basement and two rooms on the first floor were used as a cigar factory by the owner of the building.

The Hesse House was built on Hazel Street in 1874 by Mr. Hommac. It was four stories high, the two upper stories being thrown into one for a hall. It cost twelve thousand dollars and was later sold to Mr. Hesse, who gave the hotel its name. The big hall was used as an armory for several years by the local military company.

The Sherman Hotel, a three-story structure, was another hotel east of the railroad tracks.

Danville was well supplied with hotels that were palatial in contrast with the times, but today probably no city in the country its size is supplied with as many first-class hotels, catering to the public.

The Hotel Wolford, beautiful nine-story structure, erected about three years ago, is the equal of any hotel its size in the state. It is operated by the Dinkler Hotel Company, which has hotels in Atlanta, Georgia, Florida, Bir-

mingham, Alabama, Nashville, Tennessee, East Saint Louis and other cities.

The Hotel Grier-Lincoln, occupying the site of the old Arlington Hotel, is another first-class hotel and is operated by the John J. Grier Company, which also runs a chain of hotels and restaurants.

The Plaza Hotel is an old landmark, as is the Aetna House, which has been mentioned before, also the Savoy Hotel. There are several smaller hotels, such as the Carlton, the Harwal, the Saratoga, the Grand, and a number of little hotels, which are more in the class of rooming houses.

Next to hotels, grist mills probably played the most important part in the early development of the city.

The first mill in the township was built by Robert Trickle on the North Fork, near the lower end of Main Street. Before he had it completed, Solomon Gilbert bought the property and on its completion it was known as Gilbert's Mill.

This was a long structure and the stones were cut from what could be found in the river. Grain was cheap and the commissions on grinding were low, consequently while it filled a need, it was not a money-making proposition.

This was built about 1828 and two years later a saw mill was attached. The pioneer saw mills used gate saws, in which the saw was fitted in a frame, about eight feet high and six feet wide, made so strong it would hold the saw firmly and it moved slowly in grooves cut in the upright timbers.

Men accustomed to operating them could saw two thousand feet of lumber a day and the expert sawyers could produce twice that amount. However, one thousand feet of lumber was considered a good production for twelve hours. The price for sawing was universally fifty cents

a hundred feet, and the pioneer saw mill soon ran ahead of the grist mill as far as money-making is concerned.

Amos Williams built a saw mill on the Vermilion River in 1836. This required the construction of the first dam. There is some dispute over this date, some claiming that a second dam was built in 1836 and the first dam and mill at an earlier period.

This mill proved a source of expense to Mr. Williams, however, and after his death it was bought by Mr. Cotton, who added a wool carding machine. In 1867 he gave up milling but retained his water privilege, his dam having a drop of six feet.

Robert Kirkpatrick built a water-power saw mill in 1835 on Stony Creek and operated it for several years. Hale & Galusha built another saw mill in 1836, but the financial crash of 1837 resulted in a shrinkage of Mr. Hale's capital. He came here with plenty of money but invested in more land than he could carry through the financial storm.

The 1837 panic hit another mill, that built in 1836 by Thomas Willison, Thomas McKibben, J. H. Murphy and G. W. Cassady, and which was the first steam-power saw mill. It was built on the river bottoms, just below the Wabash Railroad bridge. After the panic the building was allowed to rot away, even the logs drawn there for lumber rotted in the millyard.

The Kyger mill, perhaps, is the most historical of them all. William Sheets, of Georgetown, and Thomas Morgan built the first mill in 1833 and started operations in 1834. It was known as the Morgan & Sheets mill and the builders operated it until 1842.

In 1850, the mill was bought by Henry Kyger and in 1865 Daniel Kyger acquired an interest, the firm of Kyger

Brothers being formed. Daniel Kyger acquired full control of the mill in 1873.

Daniel Kyger was reared on a farm near Georgetown, the son of John and Mary Sheets Kyger. At the age of eighteen he learned the millwright business and in 1849, with William Sheets, Thomas Morgan and H. T. Kyger, built the first steam flour mill in Georgetown, which was the first steam flour mill in the county. Before the completion of the mill in 1850 at a cost of five thousand dollars, N. Henderson & Son were added to the ownership.

Mr. Kyger remained in this mill until 1854, when he with Nathaniel Henderson and sons came to Danville and started to built what was later known as the Danville Flour Mills. This was the first steam flour mill in Danville. This mill started grinding in 1856 and Mr. Kyger remained in charge until 1865, when he changed to the other mill. The first Kyger mill later passed into the control of M. M. Wright.

Leonard's mill was built in 1834 and the Jenkins mill was built about the same time down the river near the state line. This was operated until 1863 when Jenkins was induced to go to Catlin, where the citizens presented him with the famous Heath building providing he would install the machinery and operate a steam flour mill, which he did.

It is probable that Catlin thus achieved the distinction of having paid the first bonus to secure an industry.

The Amber mill was built near the Wabash depot in 1866 at a cost of twenty-eight thousand dollars, by Shella-berger & Bowers. It was burned in 1874 and rebuilt in 1875 by Bowers & Company. It later passed into the hands of D. Gregg.

The Glove mill was built in 1870 by Knight & Fairchild. It was in the west part of the city near the North

Fork. It was afterward operated by Joseph Smith and George C. Giddings, who bought it in 1875 and changed the name to the Lustro Mills.

The City mill was built in 1875 on South Vermilion Street, across from the present county jail, at a cost of twenty thousand dollars, by Samuel Bowers. This was a first-class merchant mill with a capacity of five barrels of flour an hour.

There were three whisky distilleries operated at one time in this vicinity, the first being started in 1830 by W. D. Palmer and Peleg Cole, on the Chicago road a mile and a half north of the city. This business was not successful and the distillery was not operated long.

The old Bushong distillery, in the east part of town, started operations in 1859. The Civil War brought on the necessity of a government tax on whisky, starting at fifty cents a gallon and finally reaching two dollars a gallon. The last tax destroyed fortunes in the distillery business and the Bushong distillery was discontinued, the machinery being moved to Chicago, the building being turned into a flour mill. The Bushong distillery had an output of eighty to one hundred barrels of whisky a day.

There was a corn cracker and distillery on Brady's Branch in 1833. It had an output of a barrel of whisky a day and was operated by William M. Payne, the building being owned by Mr. Froman, who had the distinction of building the first flat boat in this county in 1834 to carry his produce to New Orleans, by the way of the Vermilion, Wabash, Ohio and Mississippi Rivers.

Danville was first planned for a river town and the early settlement was near the river on West Main Street, there being dreams of a river trade and boats docking from

points east and south. Perrysville and Covington, Indiana, held the bulk of the river trade.

There was considerable flatboat traffic down the rivers to New Orleans, where the owners would sell their produce and boats and make their way overland back to Danville. But the Vermilion River, because of its insufficient depth, failed to materialize as a river town and the coming of the railroads sounded the doom of the boats.

Dr. William Fithian built the first frame dwelling in Danville. It had a hardwood floor built of planed lumber. This was in 1830. He came to Danville June 1, 1830, from Ohio, where he had the distinction of having built the first frame houses in both the cities of Springfield and Urbana. It is likely that he was the first practicing physician in Vermilion County.

Fithian, the little village west of Oakwood, was named after Dr. Fithian, this honor being conferred because of his giving right of way to the Indianapolis, Bloomington and Western Railroad in 1871 through a large tract of land he owned in Oakwood township, in addition to five acres of land.

The first brick building in Danville was started in 1832 on Main Street by McDonald & Roliston, who conducted a harness-making business and who secured the contract for making holsters for the rangers, or militia, of the state, who were ordered out for the Blackhawk War.

Before the building was completed, the close of this war exploded the dream of the Danville firm of making a fortune out of holsters at three dollars and fifty cents a pair, and they dissolved partnership, the property falling into the hands of a man who called himself "Citizen" Smith.

Smith made a popular brand of beer and conducted a small retail establishment. This building afterward gave

way to a new building which was occupied by the A. L. Webster hardware store.

The first wool carding machine was put in a large wooden building on the corner just north of the Aetna House by Nathaniel Beesley, a Baptist preacher. Two oxen provided the motive power. Carding at first was in greater demand than the mills which made woolen cloth, as the farmers kept a few sheep and preferred to make their own cloth.

The first woolen mill was built on the North Fork near the bridge that leads today from the city proper to Vermilion Heights. It was first built in 1844 as a carding mill by Mr. Carter, but in 1850 Hobson & Aylsworth bought the property, enlarged the building and installed the woolen mill machinery. It later passed into the hands of S. H. Riggs and F. Menig, the firm name being Riggs & Menig. Riggs, with a brother bought the mill in 1875 and a year later he secured control and a year later took Menig in as a partner. They added the manufacture of soap, this product having a wide sale throughout the middle western states.

W. J. Reynolds who came here with a first-class musical education received in Boston, Massachusetts, organized the first brass band here in 1847. This was the first brass band in Illinois, although a reed band had been organized in 1846. He maintained this band for thirty years, except for a short time during the Civil War. He taught music and organized and directed the first choir in the city. He had the distinction of having been the leader of twenty bands that served in the Civil War.

The State Bank of Illinois, chartered in 1835, started a branch bank in Danville in 1836. This was at a time

when Danville felt that it needed a bank. The United States Land Office was located here and work of building the Northern Cross Railroad was under way.

Mordecai Mobley was sent here to manage the branch bank. He rented a small building south of the public square and east of Vermilion Street. This bank did not issue bills of its own but handled the paper of the parent bank.

The financial panic of 1837 put a finish to this venture and one night Mobley loaded the banking equipment and assets into his carriage and drove away, never to return. This was one of the few banks in the country, however, in which the people did not lose a cent. It is believed the banker took this method of disappearing so that the citizens would not take means to prevent the closing or removal of the bank.

Danville did not have another bank until 1852, when a man named Cullum started a stock security bank, which meant that a certain amount of his capital was invested in state stocks, chiefly Missouri, North Carolina, Tennessee, and other southern states.

Illinois was bankrupt and had not paid interest on its debt for fifteen years, consequently Illinois bonds were not regarded as bankable and this led to money being invested in bonds of other states. Eastern states had no trouble in selling their bonds in the east, and this left chiefly southern state bonds on the market.

The Cullum bank was capitalized at fifty thousand dollars and Guy Merrill was the first cashier. It was started in an old frame building on Vermilion Street and was later removed to West Main Street, opposite the McCormack House.

After being operated successfully for three years, this bank was sold to Daniel Clapp, who knew little about banking and who failed in 1856.

Tincher & English, who were in the mercantile business, were made the assignees of the Clapp bank, and after closing up the business, opened a private bank. They weathered the financial crisis of 1857 and made the first application in Washington for a national bank charter in 1864. In 1872 the capital was increased to one hundred and fifty thousand dollars and weathered the 1873 panic without any trouble.

This is today the First National Bank, one of the strongest financial institutions in the country, and a substantial interest in the bank is today held in the families of the founders, John L. Tincher and Joseph G. English. Following the incorporation of the private bank as a national bank, three thousand dollars worth of stock was sold to William I. Moore, Benjamin Crane and E. H. Palmer, the balance being held by the original partners.

Short & Wright, a real estate firm, opened a private bank in connection with its business in 1865. In 1867 Abraham Sandusky and Andrew Gundy became partners of J. C. Short and the bank became known as the Exchange Bank of J. C. Short & Company.

J. C. Short's heavy investments in coal lands and railroads eventually brought this firm to financial trouble and the Exchange Bank was closed. The Danville Bank and Trust Company was organized out of the ruins of the Exchange Bank.

In 1873 William P. Cannon and Joseph G. Cannon organized the Vermilion County Bank with a capital of one hundred thousand dollars, this eventually developing into the Second National Bank of today, or as it was known

for years, the "Cannon Bank," because of Joseph G. Cannon's world wide fame as a statesman due to his nearly a half century in Congress.

Today there are five strong banks, three of them chartered as national banks—First National, Second National and Palmer National. The two state banks are the Commercial Trust & Savings and the American Bank & Trust Company. The total resources of these five banks are thirteen million, seven hundred sixteen thousand, one hundred and fifty-two dollars and ninety-seven cents. Total bank deposits for 1929 were eleven million four hundred sixty-four dollars and fifty-eight cents. Bank clearings for the year were fifty-four million, four hundred forty-three thousand eight hundred and fifty-eight dollars and eleven cents.

Danville has a nation-wide reputation for its building associations, of which it now has six, all substantial institutions, with total assets of thirty-one million, nine hundred sixteen thousand eight hundred dollars, and all having played an important part in the development of the city. There are seventeen associations in Vermilion County with combined assets of twenty-three million, two hundred eighty-eight thousand four hundred fifty dollars and sixty-one cents.

There were three started in 1873—Danville People's Building & Loan Association, Mechanics Building and Homestead Association and the Danville Building & Savings Association. A fourth, the Danville Benefit & Building Association, was chartered in 1874, although its organization was not perfected until 1877.

Of these, the Danville Benefit & Building Association, 6 East Main Street, is the only one of the four existing under its original name.

The first officers of the Danville Benefit & Building Association were: President, J. G. Holden; secretary, S. H. Stewart; treasurer, T. S. Parks.

The first officers of the other associations were:

Danville People's Building and Loan Association: President, W. P. Cannon; vice president, William Giddings; secretary, Asa Partlow; treasurer, R. A. Short; attorney, F. W. Penwell; directors—J. H. Miller, O. S. Stewart, W. J. Henry, George Dillon, G. W. Jones, J. R. Holloway and C. U. Morrison.

Mechanics Building and Homestead Association: President, W. W. R. Woodbury; vice president, W. A. Brown; secretary, J. H. Phillips; treasurer, E. H. Palmer; attorney, J. W. Jones.

Danville Building and Savings Association: President, Judge E. S. Terry, vice president, J. G. Holden; secretary, V. Leseure; treasurer, A. S. W. Hawes; attorney, J. P. Norvell.

The six associations operating today are: Danville Building Association, Danville Benefit and Building Association, Equitable Building Association, Fidelity Building Association, American Building Association and Vermilion County Building Association. Hoopeston has two associations and there is one each in Fairmount, Ridgefarm, Poto-mac, Georgetown, Oakwood, Rankin, Rossville and Sidell.

It is the boast of the building associations that there has never been a dollar lost of investors' money in the years they have been operating, and since the days of the private banks back before the Civil War, there has never been a bank failure, a record of which Danville is proud. Credit for this record is given to the fact that the men behind the banks and building associations are conservative and substantial, men of the highest integrity, men who

have never been the object of the slightest suspicion that they could be tempted to gamble with the money of depositors.

Danville's postoffice has seen many changes since Amos Williams, along with his other jobs, became the first postmaster and kept the office in his residence in the south part of town, south of the McCormack House. Mails at first were received twice a week from Vincennes, Indiana, and twice a week from the east. The mail route south went from here to Georgetown, thence west to a postoffice in the Josiah Sandusky residence, and from there on to Paris.

A change in national administrations saw Col. Isaac R. Moores succeeding Amos Williams as postmaster, and the office was removed to a store on Main Street. Josiah Alexander succeeded Colonel Moores and he in turn was succeeded by Othniel Gilbert, who moved the postoffice to the Pennsylvania House. There occurred the first postal robbery of the city, a genial boarder at the Pennsylvania House disappeared about the same time that a one thousand dollar remittance became missing.

Alexander Chesley followed Gilbert and the office was moved to another building. He was followed by H. G. Boise, who moved the office again to a building on Main Street.

In 1861 Rev. Enoch Kingsbury, pioneer preacher, became postmaster and moved the office to the old Presbyterian Church building, where another robbery occurred. A music teacher named Smith was suspected and afterward sent to the penitentiary for his theft.

The postoffice was changed several times, finally going to the old courthouse and then to a government building on Vermilion Street, across from the present beautiful

Federal building, for which Danville owes a debt of thanks to Uncle Joe Cannon.

In 1879 there were nine dry goods firms, twelve clothing and tailoring firms, eight hardware and implement firms, two harness-makers, two furniture firms, five book stores, three drug stores, eight hotels, five milliners and about thirty firms engaged in selling groceries, provisions and fruit.

There had been a steady influx of settlers, a goodly percentage of which traveled on to other middle western points after a year or two here. Of foreign birth, the Germans predominated. The Irish came next, with the Belgians, Welsh, Swedes and English in the order named.

People became interested in the seventies in the preservation of historical records and the Vermilion County Historical Society was organized October 23, 1877. The board of supervisors gave the society the use of two rooms in the old courthouse and J. C. Winslow became the curator, he and Hiram W. Beckwith and W. R. Jewell forming the first board of managers.

Later the following officers were elected: President, J. G. English; vice president, W. P. Chandler; secretary, H. A. Coffeen; treasurer, E. D. Steen; curator, J. C. Winslow; managers—H. W. Beckwith, W. R. Jewell and C. M. Taylor.

This organization is part of the past and today the collection of historical data of the county is in the hands of the Half Century Club, organized a number of years ago by the late Amos Gardner Woodbury, membership in which is restricted to those who have lived in the county fifty years or more, or members of families that have lived in the county that long.

The Danville Lyceum was organized July 4, 1878, having for its object the improvement of its members in literature and debating. It had about forty members and started the nucleus of a library. The officers were: President, J. D. Bennett; vice president, W. L. French; secretary, W. C. Johnson; treasurer, A. Sommers; marshal, W. Heater; librarian, G. W. Whyte; directors—W. J. Calhoun, J. D. Benedict, J. B. Samuels, P. E. Northrup and J. W. Whyte.

The old Vermilion Opera House stood on the corner of North and Vermilion Streets and was built in 1873 by English, Chandler & Dale. It was a substantial brick building and cost twenty thousand dollars. It had two store rooms on the first floor and was considered one of the largest auditoriums in the state at the time.

Hacker's band was organized in 1878 with F. C. Hacker as leader, and he also organized the Danville Orchestra.

The Farmers and Mechanics Institute was organized in 1859, and for years it held an annual fair. The fairgrounds, sixteen acres, were adjacent to the north city limits.

And even in the early days Danville was not lacking in public-spirited men who would have done much for their home city if prosperity had been on a more substantial, dependable basis.

As I write this, I am thinking of John C. Short, whose career back in the late sixties offers a romance of finance and business. Coal producer, railroad builder, banker and newspaper publisher, John C. Short was a man of vision, but he was living in a period when fortunes change ownership quickly and his ideas were a half century early.



CITY HALL, DANVILLE, ILL.

But with all his business and financial ramifications, John C. Short had his civic dreams and one of them was a beautiful park for future generations. This was Moss Bank Park, named after the Moss Bank coal mine, which he opened just prior to his becoming interested in the building of the Paris & Danville railroad. This was west of the city in what is now Vermilion Heights.

Mr. Short took an 80-acre tract of land for this park and laid it out in drives and walks. It abounded in shade and was beautifully situated. But Moss Bank Park today is but a memory, due to the collapse of the material dreams of Mr. Short.

There is an interesting connection between Moss Bank Park, with its 80 acres, and the beautiful Harrison Park of today, for John C. Short at the time he dreamed of Moss Bank Park was the publisher of *The Evening Commercial*, which he founded in 1866, and *The Commercial-News* of today is the outgrowth of the *Evening Commercial* and Harrison Park was given to the city of Danville by its late publisher, John H. Harrison.

The old Vermilion County Militia, which existed back in the days of the Winnebago and Blackhawk Wars, has been touched upon, but in the seventies there were two other military organizations which deserve more than passing mention.

Battery A, First Regiment, Illinois National Guards, was organized in 1875. Its officers were: Captain Scott; first lieutenant, A. P. Matthews; second lieutenant, E. Winter. It was reorganized March 17, 1876, with E. Winter as captain; J. G. Field as first lieutenant, and S. W. Denny as second lieutenant. It numbered 53 men, was supplied with two ten-pound Parrott guns and the United

States regulation army uniform, using Bier's Hall as an armory.

The non-commissioned officers of the reorganized battery were: First sergeant, H. J. Hall; quartermaster's sergeant, W. W. Woodbury; commissary sergeant, C. D. Eoff; first duty sergeant, J. Haptenstall; second, S. Thompson; third, William Cummings.

The battery was organized after the first reaction following the Civil War had died out and it remained active down through the Spanish-American War and up until the World War.

The Danville Guards was organized in February, 1876. It numbered thirty-seven men, fully equipped and uniformed, using the Hesse Hall for an armory. Its officers were: Captain, L. T. Dickason; first lieutenant, Edgar C. Dodge; second lieutenant, J. D. Benedict; first sergeant, Jacob Goth; second sergeant, L. D. Gass; third sergeant, A. C. Bristow; fourth sergeant, James Pate; fifth sergeant, J. D. Harrison.

Danville Township was organized in 1851, the township at that time including all of the then existing city of Danville, north to Voorhees Street, or the Newell Township line, which was organized the first year, Vermilion County by a vote of the people having adopted the township organization plan on November 5, 1850.

J. A. D. Sconce was the first Danville Township supervisor, serving in that office three years. W. E. Russell was the first township clerk, holding the office two years. W. M. Payne was the first assessor and collector, serving in this office again in 1854, 1855 and 1856.

There were only ninety-nine votes cast at the township election in 1852, but the number of voters casting ballots gradually increased to one thousand three hundred and

seventy-eight in 1879. Nelson Maddox was the first justice of peace and S. L. Payne the first highway commissioner. In 1865 Danville became entitled to an assistant supervisor and J. L. Tinchcr was elected to that position. holding the office until his death in 1871, when he was succeeded by H. M. Kimball.

The records of the city of Danville were destroyed by a fire in 1867 and its early history as a municipality is extremely hazy. In 1872 the existing city records disappeared.

CHAPTER X

DANVILLE, CONTINUED

DANVILLE INCORPORATED IN 1872—CHIEF INDUSTRIES—DEVELOPMENT OF THE FIRE DEPARTMENT—PRESENT FORM OF CITY GOVERNMENT—GERMAN SOCIETIES IN DANVILLE—RELIGIOUS INSTITUTIONS—DEVELOPMENT AND DISAPPEARANCE OF DENMARK—GROWTH OF THE COUNTY—DANVILLE AS A CENTER—ITS THRIVING INDUSTRIES TODAY—PRESENT POPULATION.

A special charter was issued the city in 1855 by the state legislature, which repealed an older one, establishing the limits of the city so that they should include the old town and all the new additions that had been platted. A new charter was granted by the state following the fire in 1867 and in 1874, the city was incorporated under the general act of 1872.

The villages of Germantown and South Danville; now parts of the city of Danville, were incorporated in 1874. Germantown had for its limits the east boundary of Danville and commencing at the point where the east boundary crossed the Danville-Covington road, thence north to the north boundary line of the city, thence west along the north boundary line of the city to where it crossed Stony Creek, thence up said creek to a point where the road from Danville to Williamsport, Indiana runs due east, thence east along this road 230 rods to a road running south, thence

south to the Danville-Covington road, thence west to the east boundary of the city.

Sixty voters petitioned for the village charter. Thirty-one votes were cast at the election to decide whether the village should be incorporated, thirty of which were for the project. Thirty-four votes were cast at the first village election, July 31, 1874, the following trustees being elected: F. Schlieff, August Koch, J. Leverenz, E. Lowe, F. Hause, and C. B. Davis. The board elected the following officers: President, C. B. Davis; clerk, John L. Smith; treasurer, George Rust.

The old car shops of the Chicago and Eastern Illinois Railroad, employing at that time two hundred and seventy-five men, with an annual payroll of \$11,000, were located within the limits of Germantown and formed its chief industry.

There were five hundred people living within the limits of South Danville when it was incorporated as a village and seventy-seven voted at the special election, March 14, 1874, on the question of incorporating, fifty-one being for the incorporation and twenty-five against.

The following village trustees were elected April 22, 1874; James Bracewell, James Hall, David Frazee, Joseph Anderson and M. C. Wilkinson. B. T. Hodges and J. H. Lewis drew a tie vote and the election of Hodges was decided by drawing straws before Judge Hanford. David Frazee was elected the first president and H. J. Hall the first clerk.

At that time the coal mining operations of A. C. Daniel provided the village's chief industry and most of the residents were coal miners.

Both Germantown and South Danville are now a part of the city of Danville, leaving Tilton as the only village in

the township. The Wabash railroad and coal mining were responsible for the settlement in the fifties of Tilton, both of which now have very little influence upon that community, which claims the distinction of being the home now of the Cornstalk Products Company, manufacturers of the first paper pulp made from cornstalks in the world.

The Cornstalk Products Company, substantially financed and facing a brilliant future, occupies remodeled buildings on the site of a manufacturing plant that has had a varied career in Tilton, many things from railroad cars to automobiles having been produced in it.

Tilton is within the confines of the Danville consolidated school district and it is not a mere guess to predict that within a few years, Tilton together with Central Park and Richland, suburbs to the south of South Danville, will be annexed to the city of Danville, materially increasing the population and placing it in the ranks of the leading cities of the state from the standpoints of population and industry.

Danville's first real fire department, Lincoln Fire Company No. 1, was organized May 6, 1867, with forty members, serving without pay. The apparatus consisted of a hook and ladder truck of rather ancient vintage.

The first officers of this volunteer company were: Foreman, D. A. Childs; assistant foreman, M. Redford; secretary, Charles Eoff; treasurer, C. Y. Yates.

The same year, during which period J. C. Winslow was mayor, the city bought a second hand fire engine and two hundred and ninety-nine feet of leather hose for one thousand two hundred dollars.

In 1872, under Mayor T. H. Myers, the city bought a steam fire engine, an additional hose cart and three hundred feet of the best rubber hose. The fire company was

reorganized on a more efficient basis and the number of members fixed at sixteen, with small salaries, based upon the services rendered, allowed. A second steam engine was purchased by the city in 1875. Two engineers were employed, one on full time, in 1874.

The fire company was again reorganized in 1879 and the office of chief of the fire department created, with W. H. Taylor appointed as the first chief. His salary was fifty-five dollars a month. First Engineer George Lupt, Second Engineer Putnam Russell and W. D. Dearing each drew fifty dollars a month. The following five firemen drew thirteen dollars a month: Charles Adams, Frank Wells, James Harrison, Jackson Brideman and George Cox. Isaac Hurlacker and E. Peables were paid twenty dollars a quarter, A. Brant and C. Lindsey drew fifteen dollars a quarter, and William Dallas, J. Peables, E. Brant and M. Yearkes were on the city payroll for thirteen dollars a quarter.

Today Danville maintains a highly efficient fire department with sub-stations, including a company and apparatus in the old Germantown City Hall.

Danville has also progressed from the old aldermanic form of city government to the commission form of government, adopted about three years ago, with Henry Hulce as mayor and the following city commissioners: Public Health and Safety, Walter D. Smith; finance, Columbus Schatz, streets and public works, William F. Sheets; parks and public property, William C. Kinningham.

On East Main Street, near the Wabash Railroad crossing, there is an old-time, rather small, brick building that represents the days of the middle seventies when two, now little heard of, German societies, both of which ranked high for many years among Danville's organizations. It was



POST OFFICE, DANVILLE, ILL.



ILLINOIS NATIONAL GUARD ARMORY, DANVILLE.

the home of the Danville Turn-Verein, organized March 22, 1874, with a membership of twenty-five, and the Gegenseitige Deutsche Unterstutzungs Verein, organized February 7, 1872. The first Turner Hall dedicated December 25, 1875, was destroyed by fire February 9, 1877, and the new building which arose from its ashes was dedicated August 12, 1877.

The first officers of the Danville Turn-Verein were: President, A. Sieferman; vice president, A. Oberdorfer; secretary, John Bross; treasurer, E. Flemming; gymnastic leader, Henry Grube.

The first officers of the other German society were: President, A. Sieferman; vice president, George Dudenhofer; secretary, E. Blankenburg; financial secretary, W. Schatz; treasurer, Stacy Miller.

The churches of Danville have exerted a powerful influence upon the development and growth of the city of Danville. The pioneers, as a rule, were devout churchmen and their first thought was to secure a place for religious services.

This influence of the church could not be expressed in a more fitting eulogy than that delivered in 1879 by Rev. A. L. Brooks, pastor of the First Presbyterian Church, on the occasion of the fiftieth anniversary of that society, and which applies to all the churches:

“We arrogate nothing when we say that it is a church of the living God, that it has been a pillar and ground of those great fundamental and vital truths by which the city in which it has been located has been blessed and prospered. We do not hesitate to say that the influence of the church has been very significant and benign upon all the material and social and religious interests of the city. Her teachings have been in accordance with the wisdom and

righteousness and love and grace of God. They have served to hold in check the tendencies to lawlessness and crime; they have enforced public morality, stimulated the desire for good government, for commercial integrity, for social purity. Conscience has been enlightened and its judgment enforced. It has carried the peace and piety of our holy religion into many of the homes of the city. It has restrained the youth from the follies and crimes that afflict the homes and communities where church influences are not in the ascendant. It has drawn to our city some of the best and most permanent of our business and social element. It has exerted a significant influence on the educational interests of our community. It has been the conservator of good order and peace, but especially and supremely has it exerted a mighty influence in maintaining these great and fundamental doctrines by which it alone is possible to lead men out from the dominion and condemnation of sin. It has done a work for this city which no mere secular institution could have done. It has been more to the material social and christian prosperity than any single industry could have done. It has been more to the happiness and welfare of our families than any or all of the worldly endowments of a gracious providence could have been without it. It has brought to us the best returns of all the investments we have made of our worldly substance, and it has brought us into the highest and noblest fellowship of the pure on earth and of the sinless in heaven."

The First Presbyterian Church is the pioneer of religious institutions in Danville. Religious services were held in the new county seat regularly, but the society was formally organized March 8, 1829, by Rev. Samuel Baldrige, with the following eight charter members: Dr. Asa R.

Palmer, Josiah Alexander, Elizabeth Alexander, Mary Ann Alexander, Solomon Gilbert, Submit Gilbert, Lucy Gilbert and Parmela Tomlinson. Dr. Palmer was selected as the first ruling elder.

Rev. Enoch (Father) Kingsbury, came to the church in 1831 as pastor and settled here permanently in 1832. He was a hero, patriot, a philanthropist, a christian and an enthusiast and served as pastor for more than twenty years, and was active in religious and civic affairs until his death in 1868.

The first house of worship was erected in 1835, the second Presbyterian Church to be built in the east part of Illinois. Before that services were held in the old log courthouse, private houses, halls and vacant stores. The new building became a civic center, where all public gatherings were held. The second building was erected in 1858, although it was not dedicated until December 24, 1865.

The Methodist Church made its first appointment in Danville in 1829, Rev. James McKain and Rev. J. E. French, of the Eugene, Indiana, circuit, being the first preachers through here. Methodist meetings had been held during the previous year and were continued in private homes, the old log schoolhouse and in the groves that surrounded the new town. Isaac McKinney, who lived at Kyger's Mill, was the first class leader.

In February, 1836, G. W. Wallace gave the first land, in trust, upon which the North Street Methodist Episcopal Church was built, the deed being made to the county commissioners, due to the apparent lack of a board of trustees of the church.

The first church building, afterward used as a blacksmith shop and located at the rear of the second building,

cost eight hundred dollars, the second building costing thirteen thousand five hundred dollars.

The Kimber Methodist Episcopal Church was organized in February, 1869, and its church building was dedicated in November, 1869. These two churches merged in later years becoming the Saint James Methodist Episcopal Church, which now occupies the beautiful church building at the corner of Vermilion and Williams Streets, which is one of the most efficient and equipped plants in the country.

The Allen Methodist Episcopal Church was organized by the colored Methodists of the city in September, 1872, with Rev. Henry Ough as the first pastor. Its first church, Allen Chapel, named in honor of their first bishop, was erected in 1877 at a cost of twelve hundred dollars.

The Church of the Holy Trinity, Protestant Episcopal, was organized December 11, 1865, although services were held beginning in 1863. At the time of its organization there was only one communicant living in the city.

The first United Brethren service was held in Danville during the winter of 1870 in the old German Methodist Episcopal Church, and the first quarterly conference was held at the home of G. W. Barlow, in June, 1871.

The Baptist Church in Danville was organized in 1873, holding its first meeting to perfect the society in Robert McDonald's Hall on Main Street. Rev. E. S. Graham was the first pastor.

The Christian Church was organized January 15, 1873, and services were held in a hall in the third story of the Leseure Block. Elder W. R. Jewell, afterward pastor, and once publisher of the Danville Daily News, was in charge of the society.

The first meetings of the Irish Catholic Church were held in private homes and in 1852 Father Rhian, the first

priest, held services in what was known as Tinchertown. The first Catholic Church was built in 1858 on Chestnut Street near Elizabeth Street, the first priest there being Father Lambert.

The German Catholic Church, corner of Green and College Street, now Saint Joseph's Catholic Church, was built in 1868, the two branches before that having used as the same house of worship and operated under the same management.

The German Lutherans held their first services in November, 1862, at the home of J. Hacker and in February, 1863, the first society was organized and the first church was erected in 1865.

The Masonic Lodge was the pioneer in secret societies, organizing here in 1846, when Danville was a village of between five hundred and six hundred people. The charter of Olive Branch Lodge, No. 38, Ancient Free and Accepted Masons, was granted in 1846, six years after the organization of the grand lodge in Illinois. Vermilion Chapter, No. 82, Royal Arch Masons, was chartered in 1865 and Athelstan Commandery, No. 45, Knights Templar, was chartered October 28, 1874.

Danville Lodge, No. 49, Independent Order of Odd Fellows, was chartered July 25, 1850, and Marsh Encampment, No. 46, the highest order of this fraternal order, received its charter December 16, 1857. The German Odd Fellows received a charter for Feuerbach Lodge, No. 499, in October, 1872.

The Ancient Order of Hibernians, No. 1, was chartered here in 1873.

Amos Williams gave Danville its first cemetery, but this was too close to the fast-growing city, and April 28, 1864, a new association was formed and Springhill Ceme-

tery was born, the first officers of the association being: President, J. G. English, who was really responsible for its organization; secretary and treasurer, John C. Short; directors—Messrs. Woodbury, Williams and Leseure.

The association paid two thousand dollars for fifty acres of land, then north of the city, and Alexander Bowman, pioneer surveyor of the city, laid out the tract for a cemetery, with an eye to future development and landscaping.

In 1857 there developed a movement for the division of Vermilion County, Danville township voters being against the project, two hundred and fifty-two to thirty-six. The township voters had their opportunity of voting for the first system of bridges in the county, the result being five hundred and fifteen for and only two against.

The township was always aggressive in the development of the city and county. In May, 1867, four hundred and forty-one votes were cast for the levying of a tax to aid the Chicago, Danville & Vincennes Railroad, providing the railroad run east of the North Fork and through the corporate limits of the city, only twenty-three voting against this project. The ballot at this first election was not specific enough and another election was held July 9, the vote being five hundred for and twenty-three against. A third election was held before this was regarded as specific enough, the clause, "and intersect the Toledo, Wabash & Western Railroad north of the Vermilion River and within the city limits," being inserted, the result being four hundred and seven for and six against.

August 28, 1858, the township voted one hundred thousand dollars for capital stock in the Danville, Urbana, Bloomington & Pekin Railroad, two hundred and eighty-five being for this proposition and thirty against.

August 25, 1868, a special town meeting was held to vote twenty thousand dollars additional to the Chicago, Danville & Vincennes Railroad, and December 11, 1869, twenty-five thousand dollars was voted for capital stock of the Paris & Danville Railroad.

July 20, 1870, seventy-five thousand dollars was voted for the Chicago, Danville & Vincennes Railroad, now the Chicago & Eastern Illinois, providing that Danville should ever remain a terminus of a running division of the railroad and that the company should ever maintain repair shops in this city. These terms were accepted by the company and that may be said to have been the birth of the Oaklawn shops of the Chicago & Eastern Illinois.

The same day twenty-five thousand dollars was voted for the Rosedale & Danville Railroad, but which money was never paid over, this railroad failing to comply with the terms of the appropriation.

The twenty-five thousand dollars voted for the Paris & Danville Railroad was the most opposed, the vote being four hundred and sixty for and two hundred and twenty-five against, and this money was never paid, the railroad failing to live up to its agreement, which was that the road should be completed in and to the city of Danville within five years. There were other provisions in the agreement which were not lived up to, and in a court action that followed, it was held the township was not liable for the payment of this money.

Vermilion County began its intensive development in 1865 at the close of the Civil War, and the same thing may be said of Danville city and township. There were then fifteen towns and settlements in the county as follows: Blue Grass, Marysville, Rossville, Myersville, Higginsville,

Newton, Denmark, Danville, Tilton, Illiana, Catlin, Fairmount, Chillicothe, Ridgefarm, Georgetown.

Marysville became Potomac and Chillicothe, later Dallas, emerged as Indianola. Blue Grass, Myersville, Higinssville and Newton disappeared, and Denmark today lies buried by the waters of Lake Vermilion. Illiana, now known as State Line, was really the corporate name given to that part of State Line, Indiana, which is on the Illinois side. State Line City was laid out in the spring of 1857. The prestige of Illiana departed with the merger of the two railroads, which afterward became the Wabash and the removal of the railroad offices and engine houses to Danville in 1865.

Perhaps a word should be said here concerning Denmark, which was really a suburb of the earlier Danville. It was settled by Seymour Treat in 1826. He is given credit with being the first white settler, of permanency, in Vermilion County, coming here first in 1819. He built a sawmill and "corn-cracker" combined, at Denmark, and was also the first blacksmith and justice of peace.

A considerable settlement developed in a few years. Two drygoods stores were started by Alexander Bailey and Stebbins Jennings. James Skinner also conducted a general store, and later with William McMillin purchased the Treat sawmill. Jonathan Patterson opened the first tavern. John Williams operated a general store for years and Robert and Thomas Wyatt eventually became the owners of the Treat sawmill. John Hunt and John Hathaway kept grocery stores, of which there were several, and in which liquor was kept and sold. Solomon Kooder built the first bridge across the North Fork at this point. A tannery was started there in 1829 by Nathaniel Taylor.



VERMILION STREET, DANVILLE, ILL.



MAIN STREET, DANVILLE, ILL.

William G. Blair was the captain of a rifle company which was organized in Denmark in 1835.

Denmark, which was laid out before Danville, even was considered first as the county seat. From 1835 to 1842 was the period of its greatest prosperity, after then a decline setting in, due to the bad name it developed through its saloons and street fights, which became common.

The last signs of Denmark disappeared with the building of Lake Vermilion by the Inter-State Water Company, and the final passing of the historic town was more than offset by the gift to the city of the county's first lake, Vermilion, which promises to become the recreational center for a wide territory within the next few years. This lake also guarantees for Danville a water supply for a population of one hundred thousand people, at an investment by the builders of upwards of a million dollars.

Danville, today, has six parks, covering approximately one hundred and fifty acres, an excellent fairground plant, owned by the Danville Fair Association, which succeeded the Vermilion County Fair Association, a two-hundred-thousand-dollar state armory, a three-hundred-twenty-five thousand-dollar federal building, a children's home, two hospitals, a home for aged women, a Young Men's Christian Association, a Young Women's Christian Association, a well equipped library, a national soldiers' home and a millior-dollar high school.

Vermilion County has a total land area of five hundred eighty-nine thousand four hundred and forty acres, of which five hundred nineteen thousand three hundred and thirty-eight acres are under cultivation, split up into three thousand five hundred and eighty-seven different farms. The assessed valuation of this land is twenty-four million, four hundred forty-four thousand, four hundred and sev-

enty-one dollars, and the full value of the farm property as fixed by the United States Department of Commerce, is one hundred forty-one million, two hundred fifty-seven thousand, six hundred and sixty-three dollars.

And this only a hundred-odd years from the day Seymour Treat's wife moved into the first home in the county at the Salt Works, the cost of which was only the labor of building.

Danville is the center, both governmental and trading, of Vermilion County and a few statistics, gathered by the government will be of interest.

Last government reports give the following crop productions: Corn, five million, two hundred thirteen thousand bushels; wheat, five hundred and one thousand bushels; oats, four million, one hundred twelve thousand bushels; barley, eleven thousand bushels; rye, forty-five thousand bushels; potatoes, fifty-eight thousand bushels; apples, one thousand barrels.

Within the county, according to government figures, there are: Nineteen thousand eight hundred and sixty horses, two thousand one hundred and sixty mules, twelve thousand nine hundred milk cows, fifteen thousand seven hundred and fifty other cattle, sixteen thousand three hundred and seven sheep and sixty-three thousand eight hundred and five hogs.

And in 1826 there were less than two hundred horses and only one hundred and seven yoke of oxen in the county.

There are three hundred and ninety-three and four-tenths miles of railroad in the county, belonging to seven different roads, four of which center in Danville. There are two hundred and twenty-seven miles of paved roads in the county.

There are one hundred and thirty-three churches in the county, and the educational needs are cared for by two hundred and forty-seven district schools and nineteen high schools.

Vermilion, with a population of eighty-nine thousand nine hundred and forty-seven, was a pioneer in paved highways and Danville is at the crossing of the Dixie Highway, north and south, and the Pike's Peak Ocean-to-Ocean Highway, east and west.

The Western Brick Company, in Danville, is the largest brick-making concern in the country.

The Sugar Creek Creamery Company is one of the largest butter-making companies in the country.

The Hegeler Zinc Company, whose plant is just south of the city, has one of the largest zinc smelters in the country.

Hoopeston, next to Danville among the county's cities, is the greatest corn-canning center in the United States.

Danville, or rather Tilton, is also the home of the greatest cornstalk pulp mill in the world, in fact it is the center of the world's experimentation in this adaptation of a by-product of Vermilion County farms to commercial purposes.

Seven new industrial plants were brought to Danville during 1929 through the Chamber of Commerce, as follows:

Industrial Gloves Corporation, manufacturers of industrial safety wearing apparel.

Recording and Statistical Bureau, Inc., printers of insurance forms and statistics.

F. W. Aend Company, manufacturers of candy known as "Chuckles."

C. S. Paxton Wholesale Grocery Company, distributors and manufacturers.

Electric Coal Mining Machinery Company, manufacturers of coal mining machinery.

John Rissman & Son, addition of a shirt factory to the overall plant already in operation.

Eastern Illinois Individual Mausoleum Company, manufacturers of individual mausoleums.

Danville's population has tripled in the last thirty years, according to the following figures: 1900, sixteen thousand three hundred and fifty-four; 1910, twenty-seven thousand eight hundred and seventy-one; 1920, thirty-three thousand seven hundred and seventy-six; 1930, forty-eight thousand six hundred and thirty-seven.

Danville enjoyed a tremendous industrial growth during the last year as shown by the following statistics furnished by the Chamber of Commerce:

Fifty-two Danville plants show an annual payroll of fourteen million, seven hundred fifty-one thousand, two hundred and forty-seven dollars and sixty-two cents.

Fifty-two Danville plants employ a total of ten thousand five hundred and nine.

Twenty-four Danville plants in 1929 increased their payroll one million, two hundred twenty-five thousand, two hundred and sixty dollars.

Twenty-four Danville plants in 1929 increased employment eight hundred and thirty-six.

Thirty-five Danville plants in 1929 invested three million, two hundred sixty thousand, eight hundred and sixty-seven dollars in improvements.

There was a volume of two million, five hundred thousand dollars in building in Danville in 1929. One hundred and fifty new homes were erected. The total assessed valuation of the city was thirty-two million dollars.

Following are other interesting figures for 1929: School enrollment, eight thousand nine hundred and thirty-nine; electric meters, sixteen thousand two hundred and fifteen; water consumed, one billion, nine hundred seventeen million, six hundred seventy-five thousand, one hundred gallons; gas meters, eight thousand and ninety-seven; postal receipts, two hundred thirty-eight thousand, two hundred eighty dollars and seventy-two cents.

All this progress dating from the time, a little more than a hundred years ago, when the foot of Clark Street, on the Vermilion River, was the transportation center of the county, and the first settlers visioned steamboats traveling up from New Orleans and points east on the Ohio River.

CHAPTER XI

HOOPESTON

EARLY IMPORTANCE OF HOOPESTON—ITS PROMOTERS—FIRST POST OFFICE—RELIGIOUS SERVICES—OUTSTANDING CITIZENS—THE NORTH VERMILION CHRONICLE—HOOPESTON INCORPORATED IN 1874—DEMAND FOR GOOD SCHOOLS—POPULARITY OF JACOB S. McFERREN AND HIS OFFICIAL CAREER—OTHER DOMINANT FIGURES—ALBA HONEYWELL—THE ILLINOIS CANNING COMPANY—BANKING INSTITUTIONS—DONALD J. AND WILLIAM McFERREN CARRY ON TRADITIONS IN HOOPESTON—LODGES—CHAMBER OF COMMERCE—LIBRARY—PARKS—CHURCHES.

Hoopeston had its beginning with the building of the two railroads which intersected at that point. The Lafayette, Bloomington and Western (now the Nickel Plate) reached the intersection first, in 1871, and in May, 1872, the Chicago, Danville & Vincennes (now the Chicago & Eastern Illinois) was built to what is now Hoopeston. It was at once seen that the new railroad intersection would make a desirable place for the founding of a town. Milford was the nearest place on the north, Oxford on the east, Rossville on the south and Paxton on the west. Realizing this, some quick work was done in buying land and platting it into town lots.

Adjacent to the spot where the railroads crossed were forty acres of land, known as the "lost Forty," (because of the difficulty of finding the previous owners) then owned

by Joseph M. Satterwhaite, who with Thomas Hoopes, in 1871, laid out on a part of this tract, and on land owned by the latter, the original town of Hoopeston, which consisted only of the lots fronting on West Main Street and a tier of lots facing south on what is now known as Penn Street. Additions, located on lands which nearly surrounded the Satterwhaite tract, followed in rapid succession.

At this time land in this section was selling at six dollars or less an acre. Alba Honeywell, acting as the agent of Young & Company, one of the two railroad construction companies, through Gideon Davis, an agent for the Hoopes land, had attempted to buy forty acres at twenty-five dollars per acre, but a misunderstanding arose which prevented completion of the deal. Mr. Honeywell then secured an interest in the Thompson land, adjoining the above mentioned tracts on the north, and proceeded to survey and plat North Hoopeston; which embraced lands adjacent to and north of the present Nickel Plate Railroad and east of the now C. & E. I. Railroad. Adjoining this tract on the east at about this time William Moore and Noah Brown laid out Moore & Brown's addition to the city of Hoopeston.

Meanwhile, Snell, Taylor and Mix, of Chicago, Railroad Construction Company, bought one thousand acres of land on the west side of the Chicago railroad and in November, 1871, laid out the land in lots and called their town Leeds. This addition extended west to present Sixth Avenue and south four blocks and one-half to Maple Street. Strife broke out between the two rival sections of the city in an effort to name the entire city. Leeds scored the first victory in this battle when they obtained the post office and caused it to be named Leeds. Its location was shortly after



BUSINESS SECTION, HOOPESTON, ILL.



MASONIC TEMPLE AND COMMERCIAL CLUB, HOOPESTON, ILL.

changed to Hoopeston and was moved into the original town where it has remained since.

The first post office was established in October, 1871, and J. M. R. Spinning was appointed postmaster, a position he continued to hold until 1878.

While the contest between the north and west sides was in progress Roger Casement bought and platted a tract of land extending from Market Street two and one-half blocks east and from Penn Street two blocks south, which he called Casement's addition, and upon this tract the first residence was built, on the southeast corner of Washington and Fourth streets. The first store building was completed and occupied on lot sixty-nine, Main Street, by David Bedell, who stocked it with general merchandise in 1871. This was soon followed by the first hardware store of William Moore and W. A. Brillhart.

In October, 1871, religious services were first held in Hoopeston in the store of a Mr. McCracken. For many months this store was the headquarters for religious instruction. No denominational factions had arisen and no credentials were required other than that a man could preach in order to occupy McCracken's pulpit. The Methodist society was organized in 1872, by the Reverend F. B. F. Hyde, of Rossville, and presiding elder, Reverend Preston Wood. The preaching was at first conducted at McCracken's store. The United Presbyterian Church and the First Presbyterian Church were both established in May, 1872, and were followed by the Baptist Church in 1873. The First Church of Christ (Christian) was organized in June, 1873, by Elder Rawley Martin with twelve members. There were representatives of the Friends Society (Quakers) here at Hoopeston from the laying out of the new town. Joseph M. Satterwhaite was one of the leaders

of this sect and it was at his home that first meetings were held. In the fall of 1873, Isaac T. Lukens erected a building at the corner of Third and Main streets and arranged it as a meeting house.

Each division tried to permanently locate the business district within its borders, which ultimately found its way to the central portion of the town. Main Street business lots sold for one hundred and fifty dollars and the best residence lots in the town could be bought for one hundred and twenty-five dollars. In 1874 Hoopeston had a population of one thousand.

Some of the early pioneers of Hoopeston who gave character to the town were Alba Honeywell, J. S. McFerren, William Moore, Dale Wallace, A. H. Trego, R. M. Knox, Peter F. Levin, James A. Cunningham, A. T. Catherwood and W. R. Clark.

The first newspaper was established in Hoopeston by Dale Wallace with the assistance of Gideon W. Seavey. The first number was issued on the 11th of January, 1872, and was called "The North Vermilion Chronicle." The first number gave a faithful account of the early days of Hoopeston. The paper continued to be published under that name for a year and a half, and then the name was changed to the "Hoopeston Chronicle" and was continued for many years under that name by Mr. Wallace.

Hoopeston was incorporated as a village in 1874. The village organization continued for three years and three months until April, 1877. T. J. Corr was president of the First Board of Village Trustees, which was composed of J. Bedell, W. R. Clark, S. P. Thompson, I. N. Danner and L. R. North. J. M. R. Spinning was the clerk of this first board and Jacob S. McFerren its treasurer. This first village board served only three months and one-half—from

the middle of January, 1874, until April, 1874. An election was then held to fill the offices for the next year, April, 1874, to April, 1875.

About the time the village was incorporated public sentiment demanded better schools. A board of directors was elected—G. C. Davis, A. L. Armstrong and William Moore. The first need was a suitable school house. Whether a centrally located building should be built at a good sized cost or whether numerous cheaper scattered buildings should be built, became an issue. William Moore was one of the most earnest advocates of a big central building, and this plan was adopted and resulted in the erection of the Honeywell School building, the first in Hoopeston.

The second village administration was headed by N. L. Thompson, president of the Board of Trustees. The third village administration—1875 to 1876—was headed by S. P. Thompson, as president. The last village administration—1876 and 1877—was headed by Samuel Noggle as president.

In April, 1877, the city of Hoopeston was incorporated. The establishment of a saloon in the outskirts of the village some months before had aroused resentment on the part of many citizens of the thriving little city and the first election issue was, "No license for saloons." To settle this matter once and for all, a number of the leading citizens gathered, just before the election of city officers, in a little room on Main Street, about where the Dyer-Knox Building now stands, to decide the future policy of the city regarding the liquor traffic. At this meeting it was determined that a city could be built, with sidewalks, streets and schools without the aid of revenue from saloons and from this little gathering the edict went forth to the world

that Hoopeston was pre-eminently and distinctively a temperance town, and that saloons would not be tolerated. The next step was the finding of a mayor and a city council who could—and would—conduct the affairs of the young city on this basis. Jacob S. McFerren, known at that time as “The Boy Banker,” was asked if he would accept the mayoralty under those conditions. He agreed to do so and said to the committee: “If you will find me a council who will serve me, I will serve without salary, so that the money ordinarily paid out for that purpose may in part make up for the loss in license revenue.” Such a council was found and elected as follows: Aldermen: First Ward, Thomas Williams, N. Towell, Jonathan Bedell; Aldermen, Second Ward, A. M. Fleming, John N. Miller and Joseph Crouch. W. M. Young was elected as city clerk; A. Randles as city treasurer; A. E. McDonald was city attorney. A. H. Young, police magistrate; D. P. Haas, marshal and superintendent of streets, J. Diehl. It was found that the unpaid services of the council and officers was illegal and that their acts were void. In order to obviate this it was voted to pay the mayor a salary of one dollar per year and the aldermen each fifty cents.

Under the able direction of the first city officials the new municipality prospered and grew fast. At the close of the administration it was estimated that the population of the city was around two thousand persons. Establishment of the custom of a nominal salary for the mayor and board of aldermen, a custom that is observed at the present day, is an outstanding event of this first administration.

Mayor Jacob S. McFerren was re-elected without opposition in April, 1878. W. M. Young had been re-elected as city clerk and S. P. Thompson was named to serve as city treasurer. A. E. McDonald was re-elected to the office of

city attorney, and William Glaze became police magistrate. The second city administration was marked by continuing growth of the new city. Settlers were coming in from the eastern states and land values rising. Many of these came to the new town to make their home while others located on the farms surrounding it. No action industrially was taken until in 1880, however, although the first agitation in this line of endeavor properly belongs to the division of time 1878 to 1879.

In April, 1879, when the time rolled around for the next city election, efforts were made to have J. S. McFerren again make the race for mayor, but he refused the honor.

The name of Alba Honeywell was presented and he was chosen for the office. There was no change in the other offices of the city government with the exception of the election of J. H. Dyer as city attorney and the naming of T. B. Tennery as city marshal and superintendent of streets.

In the summer of 1880, Stephen S. McCall, an experienced canner from the State of New York, came west on a prospecting trip, trying to find a place where sweet corn would grow in sufficient quantities to warrant the establishment of a canning factory. He was attracted to Hoopeston and so impressed was he with its possibilities as a corn canning center that he established the first corn canning factory here. The old brick building which had served as headquarters for the Snell, Taylor & Mix Construction Company housed this first canning factory which was a financial success from the start, later to become known as the "Illinois Canning Company."

In 1881 a third ward was added to the political divisions of the town. In 1881-1882 occurred some of the greatest industrial development of the city. J. S. Mc-

Ferren had again been called upon to head the city government in the capacity of mayor and William Moore and A. H. Trego were elected as aldermen from the second ward of the city. M. D. Calkins and C. W. Gay were the aldermen from the first ward while L. W. Anderson and James Hanna were the first aldermen to serve from the newly organized third ward of the city. Harlin M. Steely served as city attorney from 1881 to 1882. Addition of a new city official was also noted during his period, David M. Bingaman serving as superintendent of streets.

Influenced by the success of the canning factory established by S. F. McCall, in the summer of 1882 J. S. McFerren, A. H. Trego and A. T. Catherwood incorporated the Hoopeston Canning Factory.

Attracted by the great quantity of tin cans needed here by the two factories, the Union Can Manufacturing company was established, later to become a branch of the American Can Company.

Mayor Jacob S. McFerren served the city in the capacity of its chief executive for three consecutive terms from 1881 until 1884. In April, 1884, he was re-elected despite his protest and on April 21 resigned to be succeeded by Samuel P. Thompson who served out his unexpired term. The name of James H. Dyer first appears in the history of Hoopeston in the 1882 administration, his first political office being that of alderman from the third ward.

The First National Bank was incorporated in 1882 by J. S. McFerren, being the outgrowth of the bank established by that pioneer when he had come to Hoopeston as a settler. It was the city's first financial institution.

Industries established up to the end of this year—1885—had all prospered and grown to many times the

size of their initial start. So great had been the almost miraculous growth of the new town that it was referred to as "the metropolis of the prairie."

From 1885 until 1895 saw the growth continued and steady under the administrations of the following mayors: 1885-88, H. L. Bushnell; 1888-89, A. H. Trego; 1889-90, W. P. Pierce; 1890-1891, W. P. Pierce; 1891-93, W. R. Wilson; 1893-95, James H. Dyer.

In 1895, under the administration of James H. Dyer, the first street improvement in the form of paved streets had been done. The paving program put through in that one year was the greatest in the history of the city up to the present date. In 1897-98-99 this was continued.

John L. Hamilton was at the head of the city government as mayor in the year 1900, when the fourth ward was organized.

The year 1900 was devoid of street improvement and it was not until 1901, when J. S. McFerren was called upon once more to head the city government that this line of improvement was resumed. Mayor McFerren served until April, 1903.

In the year 1902, J. E. Whitman was granted a franchise by the city council for the establishment of a telephone exchange in the city limits and before the end of the year a new industry was in flourishing condition.

James A. Cunningham took over the reigns of the city government in April, 1903, and remained the city's chief executive until the year 1905, when he was succeeded by Fred Ayers, who served until 1907.

In November, 1905, the granting of a franchise to C. J. Wakeman to manufacture and furnish the city with illuminating gas took place.

C. S. Crary became mayor in April, 1907, serving until April, 1909, when H. C. Finley replaced him to serve until April, 1913.

The accession of I. E. Merritt to the post of Mayor of Hoopeston was marked by many interesting facts, the period between 1913 and 1918 being remembered as productive of many civic benefits that have had a lasting good effect upon the city. Mayor Merritt was fortunate in his board of aldermen, the men given him by the people of Hoopeston in his two terms being of a calibre that made it possible for the doing of many things for the advancement of the city.

The rest room at McFerren park, which had been given to the city by J. S. McFerren, was built and the balance paid on the cost of construction of the pavilion at the park. The lagoon at McFerren park, one of the beauty spots of the pleasure grounds can also be credited to Mayor Merritt and his co-workers, as well as the beautifying of the grounds by the setting out of many trees and shrubs, which people of Hoopeston are today enjoying. Municipal improvements included the sinking of two wells at the city pumping station improving and increasing the city's water supply for both domestic and fire protection use. Construction of a city septic disposal plant is another achievement of the Merritt administrations, deserving of comment, as is the fact that the vault was placed in the city building and later improved. This vault holds the records of Hoopeston since its organization, the minutes of each council since the first, presided over by J. S. McFerren, and other valuable data such as election records, etc., which each year become more valuable. Cluster type lights were installed throughout the business section of the city. During Mayor Merritt's administration a police matron was



PUBLIC LIBRARY, HOOPESTON, ILL.



MAPLE STREET SCHOOL, HOOPESTON, ILL.

named, which custom has been followed by each succeeding administration to the present day.

The next mayor of Hoopeston, 1917 to 1919, was William Moore, one of the pioneer citizens of Hoopeston, who became Hoopeston's "war mayor," serving during the troubled times of 1917 to 1919, entirely through the world conflict. Just a few days before he was inaugurated, the world was startled with the declaration of war voted by the United States Congress and it was his duty to guide Hoopeston through the troubled days of mobilization, when executive tasks were almost doubled due to the demands of the military. How Hoopeston responded to the call for service issued by the President of the United States, Woodrow Wilson, it is sufficient to say here, that under the able guidance of Mayor William Moore and his council, aided by the patriotic citizens of this section, Hoopeston came through the period of stress with flying colors, making a record that has been equalled by few cities of the same size in the state and that has been excelled by none in the nation.

The period from 1919 to 1925—the three administrations of Mayor John A. Heaton, are marked by many things wherein the city of Hoopeston was advanced. Mayor John A. Heaton at the time of his retirement from office in April, 1925, had served for six consecutive years, three terms, he being the only mayor of Hoopeston to be accorded that distinction in the over a half century since the founding of the city. Mayor Heaton took office in April, 1919.

In 1922 an improvement was first proposed that was later to be consummated by Mayor Heaton and his co-workers and that perhaps will stand for many years as the most outstanding improvement of the entire six years. This was the providing of a more adequate water

supply for domestic use and for fire protection to the city. It was not until 1923 that actual work was started at the waterworks resulting in the sinking of an extra well, erection of a new reservoir and the maintaining of both pressure pumps at the institution in such condition that either can be used at any time to carry the load of ordinary usage while the other is free to supply water for an emergency.

Hoopeston during the six years of the Heaton administration experienced one of the greatest industrial booms of its entire fifty year existence. Not in the matter of new enterprises establishing themselves here, but in solid and substantial growth of those already here. The taking over of the Sprague Canning Machinery Company, by the Sprague-Sells Corporation was perhaps the start of this growth or at least its greatest contributing factor. Immense additions to the factory of The American Can Company on West Main Street, completed in 1925, make this plant of the great corporation the largest in the point of floor space, in the United States.

The Illinois Canning Company, with the building of new barns in 1925, and the making of many other extensive improvements to their buildings increasing their floor space and general capacity is another improvement worthy of note at this time. It has been computed that the industrial wealth and capacity of the city almost doubled in the six years from 1919 to 1925, a fact that not only is worthy of recording for the past, but that augurs a bright prospect for the future.

Such was the condition of the city in 1925, when the first cycle in the history of Hoopeston was completed by the accession of the second generation to posts of power and responsibility. In 1922 had occurred the death of J. S.

McFerren, guardian angel of Hoopeston. His sons, William McFerren and Donald J. McFerren took up the work of building for Hoopeston where he had left off. William McFerren was named the president of the First National Bank, following in the footsteps of his father in the banking business.

In 1925, Donald J. McFerren fulfilled the hopes of those who had ever been the friends and followers of his father, when he became a candidate for mayor and was elected without opposition to the office so many times filled efficiently and wisely by his father.

Of the fraternal organizations the Masonic Lodges are the oldest in Hoopeston and of the patriotic organizations, the Grand Army of the Republic. Ira Owen Kreager Post, of the American Legion, is the youngest of the patriotic organizations and the present generation leaders are made up of those men who gave of their lives to the military forces of the United States.

Hoopeston's first civic commercial organization was styled the Hoopeston Business Men's Association and for many years served the needs of the growing city, until 1919, when the need for more unified effort became apparent. Therefore, it was determined that a Chamber of Commerce should be established and on August 5, 1919, A. M. Keller, I. E. Merritt and Ellsworth Iliff were selected as an incorporating committee and became the incorporators of "The Hoopeston Chamber of Commerce."

The following persons were selected to control the destinies of the new incorporation for the first year: George E. Evans, treasurer; Mac C. Wallace, John F. Ost, William Moore, I. E. Merritt, Ellsworth Iliff, Ore M. Ross, W. C. Welty, E. J. Boorde, F. C. Moore, I. N. Heaton, Mark R. Koplin, Charles W. Warner, Otto Ogdon and Walter Trego.

A charter was issued by the Secretary of State and the new organization was ready for business. Orren I. Bandeen was employed for the period of one year as secretary.

On December 9, 1920, a meeting of the membership body was held, the constitution and by-laws were adopted and the following board of directors elected for two years, ending December 1, 1922: G. H. Couchman, Dr. Fred E. Earel, Dr. John A. Heaton, Thomas Martin, W. A. Miskimen, L. W. Singleton. For one year, ending December 1, 1921: Dexter Crandall, George Lester, D. J. McFerren, A. W. Murray, Otto Ogdon and Walter Trego. At a special meeting held December 14, 1920, the board organized by electing the following officers: Dexter Crandall, president; G. H. Couchman, vice president; E. E. Yates, treasurer; O. I. Bandeen, secretary.

On November 16, 1921, H. B. Zabriskie, of Paterson, New Jersey, was employed to succeed O. I. Bandeen as secretary of the Chamber of Commerce. Mr. Bandeen had resigned to go to a larger city. Mr. Zabriskie served during the first six months of his term satisfactorily and had started to serve his second period of six months, when the board of directors terminated its contract with him to permit the secretary to go to another Illinois city. Paul Weber was named as the president of the Chamber for the year 1922 and was serving at the time Mr. Zabriskie ended his connection. From then until April, 1923, the Chamber was without a paid monitor, when Howard N. Yates, of Fairbury, Illinois, was given a six months contract.

George E. Evans, one of the principal figures in the organization of the Chamber of Commerce and for many years one of the staunchest supporters of the civic body was elected president in December, 1922, to serve during

1923 and executed the contract with Mr. Yates as secretary.

At the conclusion of his six months service, Mr. Yates returned to Fairbury Association of Commerce, as its secretary and the Hoopeston organization was again left without a paid adviser.

In December, 1923, G. H. Couchman was named as president of the organization to serve during the year 1924. It had been determined that the civic organization would do without the services of a paid secretary for a time in order to recuperate their finances as well as to try out a new system. In the fall of 1924 it was decided, however, that a paid secretary was a necessity to the organization, and Miss Bertha York, a native of Hoopeston was selected.

In December, 1924, Paul E. Weber was elected to serve another term as president.

The first attempt to found a public library in Hoopeston came in the year 1872, when the Hoopeston Library and Lecture Association was organized on December 30. The Hon. Lyford Marston was elected president, R. Casemut, vice president; G. W. Seavey, secretary; W. Gloze, treasurer, and S. E. Miller, librarian. There were fifty members of this association, which after a few years of existence was permitted to die out, interest not being sustained in the project.

Following the organization of the Mary Hartwell Catherwood Club in Hoopeston in 1895, the movement for a free public library was again taken up and, sponsored by this powerful organization, soon had become a fact. From its founding until January 21, 1905, the library was housed in the city building on North Market Street.

The first board of trustees for the Hoopeston Public Library was appointed by Mayor John L. Hamilton, and confirmed by the city council in June, 1898. The members were Mrs. Mary Hartwell Catherwood, Mrs. Lillian C. Warner, Mrs. Anna Phelps and Messrs. William Moore, A. H. Trego, H. L. Bushnell, A. L. Shriver, James H. Dyer and William J. Sharon. The first meeting of the board was held July 6, 1898, and organization was effected by the election of A. H. Trego as president and A. L. Shriver as secretary.

The library was formally opened on Monday evening, November 23, 1898, in a room set apart for it by the city council in the new city building.

In November, 1903, Andrew Carnegie gave three thousand dollars for the establishment of a free public library here, later amplifying this sum with two thousand five hundred dollars in December, 1903; two thousand one hundred and thirty dollars in January, 1904; two thousand three hundred and seventy dollars in March, 1904, and two thousand five hundred dollars in August, 1904, making a total of twelve thousand five hundred dollars.

One of Hoopeston's most generous public-spirited citizens, Alba Honeywell, donated the grounds upon which the library was to be built and on January 21, 1905, the new library was thrown open to the public, with fitting dedicatory services.

Coincident with the growth and development of Hoopeston came the organization of the leading religious denominations. A religious spirit and a high moral tone have prevailed here from its beginning. Hoopeston has the following churches: First Methodist Episcopal Church, The First Church of Christ, The First Presbyterian

Church, The United Presbyterian Church, The Universalist Church, The First Baptist Church, Saint Anthony's Catholic Church, The Society of Friends, The Christian Science Church, and The Free Methodist Church.



A RESIDENCE STREET, INDIANOLA, ILL.



ENTRANCE TO McFERREN PARK, HOOPESTON, ILL.

CHAPTER XII

TOWNSHIPS AND VILLAGES

CATLIN TOWNSHIP: CRADLE OF VERMILION COUNTY—BUTLER'S POINT—THE FIRST MILL—EARLIEST SETTLERS—JOHN PAYNE—PIONEER TEACHERS—"GRANDMA" GUYMON—VILLAGE OF CATLIN—ITS FIRST MERCHANTS—HISTORICAL POINTS OF INTEREST—CARROLL TOWNSHIP: ITS ORIGIN—NATURAL RESOURCES—"INJIN JOHN" MYERS—OTHER PIONEERS—EARLY PHYSICIANS AND TEACHERS—RELIGIOUS GROUPS—INDIANOLA.

CATLIN TOWNSHIP

The cradle of Vermilion County is a name that might well be applied to Catlin Township, for within its confines was made the first permanent settlement, Butler's Point, and the Salines that drew the first white people to this county, following the decline in the fur trade, were located along the northern border, the operation of which drew the first settlers in this township, so that Catlin Township is always thought of in connection with the Salt Works.

The township was laid off from Danville, Vance, Carroll and Georgetown Townships in 1858, after the Great Western Railroad was constructed and in operation, and drew its name from an official of the railroad, after whom the already existing station of Catlin had been named.

James D. Butler came from Vermont in 1820 and he with Asa Elliott, Francis Whitcomb and Mr. Woodin were the first settlers at what was known as Butler's Point, at the point of the timber running out into the prairie west of the present village of Catlin and on what was known as Butler's Creek.

Mr. Butler came direct to this county from Clark County, Ohio, where he had lived six years after coming west from Chittenden County, Vermont.

Asa Elliott established his home at Butler's Point in 1822. The first meeting of the county commissioners was held at the Butler home and the first circuit court session of the county was held at the Elliott home. This home was also the scene of the first religious meetings in that section, with Father Kingsbury, who went there to preach to the Indians. The first Sunday School in the county was established by the Methodists at the Elliott home in 1836.

The first marriage of a white couple in the county concerned residents of Butler's Point, that is the marriage of the first white couple in what is now Vermilion County, although it was then part of Edgar County.

This was the marriage of Cyrus Douglas and Ruby Bloss, the latter living at the Salt Works. It was really a double marriage for Annis Butler, daughter of James D. Butler, and Marquis Snow were also married.

This double ceremony was performed January 27, 1825, at the home of Squire Seymour Treat at Denmark, the grooms having made the trip to Paris to secure the necessary licenses.

Annis Butler was born in 1805 and was sixteen when she came to Butler's Point with her father. Following the death of Marquis Snow and the death of Cyrus Douglas' wife, she and Douglas were united in marriage and she

lived until March, 1877, when she died at her home in Fairmount. Her marriage is touched upon at more length in the chapter on the Salt Works.

James D. Butler built the first mill, or "corncracker," ever used in Vermilion or Champaign Counties, in 1823. It consisted of a "gum" or section of a hollow tree, four feet long and two feet in diameter. Into this was set a stationary stone, with a flat surface. The revolving burr was granite boulder, or "nigger-head." The stones were easily procured from the top of the ground and were dressed into circular form, and the grinding surfaces furrowed to give them cutting edges. In preparing them, Mr. Butler used such tools as he could manufacture at his hand-made forge, and a hole was drilled on the upper side of the rotary burr, near the rim. A pole was inserted in this, and the other end placed in a hole in a beam some six or eight feet directly above the center of the hopper.

By taking hold of the pole with the hand near the burr, and exerting a "push and pull" movement, a rotary motion was given the mill. Its capacity, with a muscular man as motive power, was one bushel of cracked corn an hour. The corn was fed into the hopper with one hand while the burr was revolved with the other.

This crude mill served the needs of the settlement until the water mill was built on the North Fork at Danville. Afterward it was taken to Big Grove in Champaign County by Robert Trickle, where it served the neighborhood for several years.

During the time this mill was operated, settlers to secure flour and good corn meal were compelled to go to the water mill on Raccoon Creek, across the Wabash River, below Montezuma, Indiana.

In 1826, Marquis Snow, together with Seymour Treat and George and Dan Beckwith, of Danville, made a trip to Chicago to see what the country was like. They also wanted a glimpse of Lake Michigan. They carried supplies on a single Indian pony, which also served to carry them across the streams. They were gone two weeks, going and coming along Hubbard's Trace, which in later years became the Dixie Highway south from Chicago as far as the first road south of the North Fork, when the Trace branched off eastward into Indiana and thence south to Vincennes.

Amos Williams, who played so prominent a part in the history of the county and Danville, first came to Butler's Point from Paris to make his home, later moving to Danville when the county seat was established there.

John Payne was an early settler of Catlin Township, whose family played a prominent part in the history of the county. He came from Orange County, New York, to Indiana, and from there to Catlin Township, or rather what is now Catlin Township, in 1827, and took up land where the county farm is now located.

He was a man of great force of character and early made himself recognized in the affairs of the new county. Late in life he sold out his holdings here and went to Livingston County, where he died in 1864. He left a family of nine children, two sons living in Livingston County.

His son, Peter Payne, went to California. William Milton Payne was one of the early sheriffs of Vermilion County. Capt. Morgan L. Payne, one of the sons who died in Livingston County, left an enviable war record.

He raised a company in Catlin Township in the Blackhawk War and marched at its head to the relief of the citizens on Fox River. He owned a farm here and during

the building of the grade for the Northern Cross Railroad in 1836 he had the contract for grading through the township.

The panic of 1837 and the crash of the railroad project ruined Captain Payne, for contractors and workmen never received their money after the bottom fell out of the financial world.

He went to Texas to recover his fortunes and at the outbreak of the Mexican War he commanded a company which did good service until his enlistment expired, when he returned to his boyhood home in Indiana to raise another company. The war closed before he could accomplish this purpose and he settled in Livingston County, where his father afterward removed.

It is probable that Captain Payne was the only Vermilion County resident to fight in the Mexican War. Veterans of the Mexican War may have moved here afterward. This was not Vermilion County's fault, however, as the political differences between the county and the governor prevented any Vermilion County companies, although they were recruited and ready to go, from being called into service.

At the outbreak of the Civil War, Captain Payne again raised a company and fought through that war, at its close resuming farming and later buying a hotel in Pontiac, which venture, through a fire, cost him all his money.

At the age of seventy years, this unusual man was serving as a constable and a deputy sheriff in Livingston County to make a living until he died.

Captain Payne was an aggressive type of man and never hesitated to resent a slight or wrong. While engaged in grading the railroad in Catlin, a dispute arose with a

Mr. Frazier, the latter claiming that Payne was a trespasser on his land.

This resulted in a fistic encounter in which Captain Payne was the victor and this was followed by a law suit. While the trial was in progress Abraham Lincoln was an interested spectator in the circuit court room in Danville and expressed admiration for the fighting qualities of the captain.

The sequel to this came during the Civil War when Captain Payne was mustered out of the service while home on a furlough. This aroused his fighting spirit and he secured a petition, signed by all his officers, seeking to set aside the mustering out order.

This he sent to Ward Hill Lamon in Washington, who brought it to the attention of Lincoln, who recognized the name.

Lincoln asked Lamon if this was the same Captain Payne who had a fight with Frazier while grading the railroad near Danville. Informed that it was the same man, Lincoln said:

"Well, it's my opinion that he's just the kind of fighters we want down there."

Captain Payne was restored to his command.

Squire L. Payne, another son of John Payne, moved to Chenoa. John Payne, Jr., was killed in 1863 in a regrettable riot in the city of Danville. Martin Payne moved to Oregon. Three daughters ended their lives in the county.

The first school in Catlin Township was taught by Hiram Ticknor, just south of the old Thomas Keeney farm. Although three miles away the children from the Salt Works attended this school. There were fifteen pupils in the school.

John Thompson, whose wife was a daughter of John Payne, came to Catlin Township with his father-in-law in 1827. He died there in 1864, leaving one son who afterward was prominently identified with Rossville.

Charles Caraway was another early settler, coming here in 1829, although he had entered land here in 1824, while a resident of Green Briar County, Virginia. J. S. McCorkle and two brothers, brothers of Mrs. Caraway, came with Caraway in 1829 from Virginia. Thomas H. Keeney was another of the 1829 settlers.

Noah Guymon came from Ohio in 1830. He made the trip on foot, accompanied by his wife, Mrs. Lura Guymon, known all over the county as "Grandma" Guymon, who was on horseback, the couple bringing with them all their earthly belongings.

Mrs. Guymon originally came from the New England states. Her husband was Doctor Rutherford, a practicing physician. She was a graduate of a seminary and it has been claimed that she had attended, if not graduated from, a medical school, but this has never been substantiated.

Her first husband died in Ohio, where they had moved and she later married Noah Guymon and came on to Illinois with him. They established a home in a simple cabin and the husband took up a government claim.

There was a dearth of physicians in the pioneer days and Mrs. Guymon became the practical nurse who was called upon from far and near to help in case of sickness. She was particularly in demand at child-birth and it is probable that nearly a thousand men and women born in this section were administered to by "Grandma" Guymon at birth. No night was too dark or stormy for her to respond to a call for help, and she was known to have

forded rivers even in the darkness of night to give medical aid.

This remarkable woman, although her medical training is in doubt, rightly deserves a place in the medical annals of the county, for she served where doctors could not be secured and her association with her first husband who was a doctor undoubtedly gave her a training that may have been the equal of some of the pioneer doctors.

Alexander Church, Joseph Davis and John Boggess came here in 1830 as did also William Yount and Ephraim Acree and his son, Joel. Jacob Hickman came in 1831. He died there in 1842. He had ten children, one of whom, Hiram Hickman, operated a hotel in Georgetown for a long time and was sheriff of Vermilion County about 1845.

G. W. Pate, long identified with the progress of Methodism in this part of the county, came in 1830 to Butler's Point, with his father, Adam Pate. He was converted by Father Anderson and at once started his religious work, being selected as a class leader and soon commenced preaching. He was ordained a deacon in 1857 because of his work.

John Reynolds, a brother of Mrs. Pate, was also a religious worker and preached over this country from Georgetown to Homer for twenty years, finally going to Iowa in 1850.

Henry Oakwood came from Ohio in 1833 and took up land in what is now Oakwood Township. He was prominent in the affairs of the community and his son, Hon. J. H. Oakwood, came to live in Catlin in 1851. He was one of the earliest promoters of the Vermilion County Agricultural Society, a prominent farmer and cattle raiser and a member of the State Legislature in 1872 to 1878.

Henry Jones came from England in 1849. He was considered wealthy and bought the Whitcomb farm and adjacent land until he had three thousand acres. He weighed more than three hundred pounds and was considered an English gentleman. He had fourteen head of oxen and considerable cattle.

He engaged with William Bentley and William Hinds in the tanning business and did a fair business, the only drawback being the inability to get enough tanning bark, the farmers being too busy when bark-peeling was at its prime. His oldest son, Richard Jones, was the first station agent on the Great Western in Catlin. He was also the first business man in Catlin village, was elected supervisor and served as president of the board.

Henry Jones, although English by birth, sponsored the first Fourth of July celebration in Catlin, shortly after the Great Western Railroad was in operation. The best band in Indiana was secured and Hiram W. Beckwith was the orator. There was a large crowd, plenty to eat and drink, and a good time.

The first officials of Catlin Township, after its organization in 1858, were as follows: Supervisor, James Burroughs; clerk, J. M. Goss; assessor, Noah Guymon.

Rev. James McKain, who was in 1828 in charge of the Eugene, Indiana Methodist circuit, is believed to have been the first minister to preach in what is now Catlin Township, and the early services were held at the Asa Elliott and the Adam Pate homes. About ten years later, Rev. James Ashmore, a Cumberland Presbyterian minister, began preaching in the west part of the township.

In Catlin Township is the first burying ground in Vermilion County, "God's Acre," laid out by James D. Butler near Butler's Point in 1822. The last resting place of

Mr. Butler, members of his family, Major John W. Vance and wife, Mr. and Mrs. Noah Guymon, and other pioneers is in this spot, sacred to the memory of the Vermilion County pioneers, and which was cleaned out by the board of supervisors about two years ago and some of the old stones restored and new ones placed on unmarked graves.

This burying ground, dedicated to the bones of those who lie there and the title to which is vested with the board of supervisors, may yet become a county park, a movement having been started two years ago to purchase additional ground for park purposes and build a road to it along the south side of the Wabash tracks. As it is, the old cemetery is isolated by reason of being at least a half-mile from any public highway.

This burying ground, after being forgotten for years and overrun by livestock, was "discovered" by Clint C. Tilton, whose ancestors are buried there, and through a campaign put on by The Commercial-News in Danville, widespread interest was aroused and the board of supervisors took action to restore it.

Frank Carrigan, of Catlin, and Walter V. Dysert and W. H. Baum, of Danville, were the supervisors appointed on a special committee by the chairman, Judge I. A. Love, to restore the historic spot.

A rededication was held, which was attended by thousands, Catlin Township assisting in the event, which created county-wide interest.

This pioneer burying ground is the only thing left to mark the site of Butler's Point, which was once a flourishing settlement.

The village of Catlin, which is only a short distance east of Butler's Point, was laid out in 1856 by Guy Merrill and Josiah Hunt, who platted twelve blocks north and south

of the depot. At the same time Harvey Sandusky platted an addition south of and running from the railroad west of the original town. March 18, Josiah Sandusky platted another addition between the last addition and the railroad. In April, 1858, Josiah Sandusky platted his second addition west of the original town. In 1863, Hon. J. H. Oakwood laid out an addition of two blocks north of the original town, and in October, 1867, McNair & Company laid out and platted the Coal Shaft addition along the railroad west, and west of Sandusky's second addition.

Although Richard Jones was the first business man in Catlin after the railroad started operation, Capt. W. R. Timmons came there in 1855 from Indiana, before the railroad was built, and commenced selling merchandise in a room he rented from G. W. Pate, just west of town.

This was at or near Butler's Point, which was on the old stage road between Crawfordsville, Indiana, and Springfield. Mr. Pate was then postmaster. Timmons had one room in the house, which served as a residence, store, postoffice and country tavern.

When the village of Catlin was laid out, Captain Timmons built a store building in the north part of the village and moved his store there, still keeping on the state road. He was appointed the first postmaster. He was in business for more than fifteen years, Harvey Sandusky and Mr. Wolfe being partners at different periods.

Albert Heath came to Catlin in 1857 and erected the large three-story building, which became known as "Heath's Folly," as its construction financially broke him and he disappeared. Six years later the citizens purchased this building and presented it to Mr. Jenkins, who installed a steam grist mill in it. Originally, the builder had

planned three storerooms on the first floor, a hotel on the second floor and a ballroom on the third.

Fred Tarrant and John Swanell operated the first drug store and Henry Church, Sanford Calvert, J. H. Oakwood, G. W. Pate and Goss & Sandusky, later Goss & Lee, were among the early merchants.

At the close of the war G. W. and Sam R. Tilton came to Catlin. Both were educated young men and became actively identified with the business life of Catlin. Sam R. Tilton first became agent for the railroad, later starting a drug and notion business and finally operating general merchandise, drug and millinery stores. He was postmaster nearly three years. February 7, 1868, he married Miss Lou G. Vance, daughter of Major John W. Vance. Their son, Clint Clay Tilton, is now a resident of Danville.

G. W. Tilton engaged in the drygoods and grocery business, but his first job after arriving in Catlin was to take charge of the schools, which he supervised for four years.

J. C. Clayton was the first blacksmith and Crosby, Cook & Company started a successful furniture factory in 1858, which they operated several years.

Catlin was incorporated as a village March 24, 1863, as the result of a special election, at which twelve votes were cast for and none against the incorporation. April 3, the following village trustees were elected: S. Hodges, Sanford Calvert, J. C. Clayton, G. W. F. Church and Thomas Church. Clayton refused to serve and the board selected Doctor Richardson to fill the vacancy. The board elected the following officers: President, Sanford Calvert; clerk, G. W. F. Church. Twenty-eight votes were cast at a special election July 25, and S. Calvert was elected police magistrate.

The Vermilion County Agricultural and Mechanical Association which held the first fair in the county, was organized in 1850. The first fair was held in Danville where the Presbyterian Church now stands. It was a free fair and forty dollars was paid in premiums, this money being derived from the concessions.

The second fair was held on the bottoms near the Red Bridge. This was a bigger fair and the farmers became interested. Harvey Sandusky, Samuel Baum, Martin Moudy and P. S. Spencer showed fine cattle and Ward Hill Lamon, Lincoln's law partner, showed a fast horse and a monkey.

J. H. Oakwood, Mr. Milligan and Mr. Catlett were appointed a committee to organize the fair association and forty acres of land were rented and fenced at Butler's Point. A race track was laid out, an amphitheatre, floral and mechanical halls erected, and successful fairs were held there each year until 1878, when the fair was transferred to Danville.

The Catlin Brass Band, organized by Frank Champion in 1866, flourished for years, playing all over this section. This was one of the first, if not the first, brass bands organized in the county.

Catlin Township has an abundance of coal. The Hinds shaft was sunk in 1862 by William Hinds. John Faulds put down a shaft near the railroad, west of the village, in 1863. He reached a six-foot vein one hundred and forty-seven feet down. That was considered a great strike at the time, and statisticians estimated that the coal under each section of land would be worth about twelve million dollars. The event was celebrated with a big banquet in June, 1864, which was presided over by Capt. W. R. Timmons. Faulds operated this mine until 1870, after which

McNair & Sweany worked it for a while, finally abandoning it.

The Ohio shaft, one and one-half miles east of Catlin, was sunk by Youngstown, Ohio, men in 1865. They found coal at a depth of one hundred and twenty feet. This changed hands often and eventually proved a financial loss. Charles Gones put down a shaft one mile northwest of Catlin, striking a six-foot vein at seventy feet and at an expense of about one thousand five hundred dollars. This was later leased by James Payne.

The Taylor-English and Peabody coal mine, south of Catlin, are now operated on a large scale.

The first Methodist Church in Catlin was built by Mr. Mills in 1842, and it stood a half mile north of its successor. Rev. Mr. York was pastor and the charge was on the Danville circuit. The second Methodist Church was built in 1857 when Rev. Peter Wallace was pastor.

The Christian Church was built in 1873. The Cumberland Presbyterian Church, known as Mount Vernon, was organized in 1840 by Rev. James Ashmore, of Foster Presbytery. At one time it numbered two hundred and fifty members. The Bethel Methodist Episcopal Church was built in 1876, although the society was organized in 1869 by Rev. John Helmic.

This brief resume of the historical points of interest about Catlin township justifies the claim of its being the cradle of Vermilion county and through the perpetuation of God's Acre, the traditions of Butler's Point, the first seat of government in the county, should be preserved for future generations.

CARROLL TOWNSHIP

On March 18, 1826, at the second meeting of the county commissioners, the county was divided into two townships or divisions. That territory lying south of the center of Congressional Town 18 was called Carroll and all north of that line was named Ripley. This was twenty-five years before township organization was adopted and it is not clear why the division was made. The name Carroll was probably in honor of Charles Carroll, of Carrollton, one of the signers of the Declaration of Independence, who was ninety years old at that time.

Several townships have been taken from the original Carroll until its present size is about that of the regular congressional township of approximately thirty-six square miles.

Water and timber, the two prime necessities for early settlement, were found in abundance. These features made it an attractive location for the early pioneers, whether of the roving class or those seeking permanent homes.

John Myers, known as "Injin John," was said to have been the first settler in Carroll. He was here at an early day but whether he was the first is uncertain. He traded an eighty-acre farm in Ohio for eight hundred acres with Mr. Starr, of Palestine. Starr never lived here. He had bought this tract at the land sales at Palestine, where the land office was located at that time.

"Injin John" came here to live and gave his brother-in-law, Joseph Frazier, a quarter section if he would come with him. They came here in 1821. Frazier's quarter was covered with a heavy growth of black walnut, which was made into rails. "Injin John" was given that title because

of the fact that he had been a great Indian fighter before coming here. He had also served in the Blackhawk War. He owned considerable land here at one time, but finally lost it all in one way or another and finally went farther west and settled on the Illinois River, where he died.

Barnett Starr, a nephew of the Starr from whom "Injin John" got his land and a brother of Absalom Starr, came here in 1821. Moses Bradshaw came here from Virginia the same year but soon returned to Virginia on account of his health.

Simon Cox came in 1822 and took up land. He and "Injin John" Myers built a mill, about a mile southeast of Indianola. It was both a grist and sawmill, and at first was a water-power affair, and later they added steam power, but it seems that it was not much of a success.

William McDowell, from Kentucky, settled here in 1823. He died soon after, as did several of his family, and his son, John, carried on and became a large landowner.

"Old Abe Williams," as he was familiarly known, came from Tennessee in 1824. He made his home two miles south of Indianola. He was a very religious man and practiced his conviction in every-day life. He was interested in building the first Methodist Church in the county—the "Lebenan"—which stood across the stream from his house. Before the church was built his home was the home of the itinerant preachers and at his home early services were held. He served in the Blackhawk War and lived to be nearly a hundred years old.

Mr. Helvenston was the first person buried in the Frazier graveyard. He was killed in Hickory Grove by a falling tree while hunting.

Robert Dickson came here in 1824. He had four sons. Silas Waters came here from Kentucky in 1828. They

brought nine children with them, all of whom reached ripe old ages. John Reed came here from Kentucky in 1829. He later went to Navoo and joined the Mormons there. Aaron Mendenhall came here in 1827 and took up land in section thirty-four, in the eastern part of the township. He died in 1840. George Barnett came from Bourbon County, Kentucky, in 1828. He had some means when he came here and became well-to-do. He was elected a member of the Legislature.

Robert E. Barnett taught the first school here, in 1829, in a little log cabin on his father's place. He had received a good education in Kentucky and was a competent teacher for those times. The text books used in the school were Webster's speller, the English reader, Murray's grammar, and Pike's arithmetic.

Some of the earliest settlements made in the county were on the northwestern edges of the timber which skirted the Little Vermilion in this and the adjoining townships. They came here, in 1820, the same year that Henry Johnson did, who settled just across the line in what is now Georgetown Township.

William Swank settled here in 1820. A part of Indiana is located on his farm. Alexander McDonald came here in 1822. He and his father-in-law, J. B. Alexander, entered considerable land in this township. However, Mr. Alexander did not live here until 1826, when the county was organized. He was elected one of the first county commissioners. He had lived in Paris, Edgar County. I. R. Moore was another son-in-law of Alexander, who had preceded him here. Two daughters came with Alexander and they afterwards married Mr. Cunningham and Mr. Murphy, who later were leading business men of Danville.

The first Cumberland Presbyterian Church was organized at the home of Alexander McDonald and he was elected the first elder. He was an early justice of the peace and the first postoffice—Carroll—was at his house. This was the second postoffice in this part of the county, the first being at Georgetown. His daughter, Elizabeth, who later married Mr. Harmon, was one of the first white children born in the county.

Dr. Thomas Madden was the first physician in this township. He was a native of South Carolina and was reared and educated in that state. He was for some time the only doctor in this vicinity. Dr. Thomas Heywood, though long known as a leading physician here, did not come for some years later. He came from Ohio in 1828. After spending a few years at Georgetown he bought a farm south of Indianola and made his home there, continuing the practice of medicine. He married a sister of R. E. Barnett. He took an active part in politics and was a strong anti-slavery man, and thus a strong supporter of Lincoln and a member of the Republican party at its organization. He served in the legislature. Isaac and Abraham Sandusky came here in 1834. They were Kentuckians, members of a prominent pioneer family of Kentucky. Isaac had served in the War of 1812. They were among the prominent early settlers of the county and many of their descendants still live in the county. The original spelling of the name was Sodowsky. They were descendants of a Polish refugee, a member of an old Polish family, who came to Virginia in 1756.

Old Michael Weaver came here from Brown County, Ohio, in 1828. He entered land here along the Little Vermilion and became a large landowner. He died here in 1875 after having attained the age of one hundred years. Charles Baum came here in 1839. He left a large family, whose members have been prominent in Vermilion County to the present day.

David Fisher came here from Indiana in 1834. He bought sixty acres of school land, at three dollars and thirty-one cents an acre. He married Jane Weaver. He became one of the prosperous men of the community, acquiring over a thousand acres of land, and raised cattle extensively as well as carrying on general farming. After the business prostration of 1837 he sold three-year-old steers for eight dollars per head. Wheat was twenty cents a bushel. In those days wheat was all cut by a sickle and bound by hand. Fruit was dried instead of canned. Samuel Porter came from Woodford County, Kentucky, in 1834.

The Methodists held religious services in Carroll Township as early as 1824. Rev. George Fox preached at the house of Mr. Cassady, who was a local preacher of that church, and services were held at the house of Abel Williams about two years later. Perhaps the first organization was effected in 1826 and the first meeting house was built in 1827. Two preachers from Kentucky held meetings at the house of Mr. Williams. Meetings were held at the camp meeting grounds near Cassady's and the old log meeting house, which was the first building erected for a house of worship in the county, except the one built by the Friends at Vermilion. This log meeting house was built through the exertions of Mr. Williams and Mr. Cassady. This building stood on the north side of the creek, southwest of Dallas. Rev. John E. French had an appointment here in 1829 and Collin James in 1830. These appointments belonged to Eugene circuit at that time. The meetings continued to be held in the old log meeting house until about 1850, when two churches were built, one at Dallas and one on Mr. Williams' land. The latter was known as Lebanon. Among the early preachers here were

Mr. Harshey, Mr. Fairbanks and Mr. Bradshaw. Mr. Charles Baum was one of the most earnest friends of the church. His house was the home of the itinerant preachers and he and his family gave liberal support to the cause of religion. Some of the other early preachers were: Mr. McReynolds, Mr. Buck, Mr. Crews, Doctor Butler, Granbury Garner, Doctor Davies, Mr. Davidson, Mr. Minier, Mr. Johnson and Mr. Hopkins.

The Baptist Church was organized by the Bloomfield Association and was called the Little Vermilion Church. Those members of the Bloomfield Church who lived on the Little Vermilion met on the Saturday before the fourth Sabbath in August, 1859, and agreed to be constituted a church. The organization was effected about a month later. Stephen Kennedy acted as moderator and Elder G. W. Riley as secretary. This organization took place in a log school house, known as Yarnell School House. The church was built in 1843, at Indianola. Elders G. W. Riley, John W. Riley and Freeman Smalley preached for the new organization.

The Prairie Church of the Cumberland Presbyterians, known as the Miller Church, was organized in 1866 by Rev. James Ashmore, who preached here for ten years. Later preachers were Rev. H. VanDyne and Rev. J. H. Hess. A building was erected in 1870 on land donated by John Carter.

Indianola is the only village of importance in Carroll Township. It has a population of three hundred and fifty-nine. It was laid out and recorded as Chillicothe on September 6, 1836. In 1844 the name was changed to Dallas and later again changed to Indianola. These changes were due to other postoffices in Illinois with the same names.

CHAPTER XIII

TOWNSHIPS AND VILLAGES—*Continued*

ELWOOD TOWNSHIP: DERIVATION OF NAME—SOCIETY OF FRIENDS—FIRST CABIN IN 1820—JOHN HAWORTH—CAUSE OF EDUCATION—THE SEMINARY—GROWTH OF CHURCHES—INFLUENCE OF THE QUAKERS—SETTLEMENT OF RIDGEFARM—GEORGETOWN TOWNSHIP: INDUCEMENTS TO PIONEERS—FIRST PERMANENT SETTLERS—EARLY RELIGIOUS LIFE—VILLAGE OF GEORGETOWN—ITS RAPID DEVELOPMENT—LEADING MERCHANTS—PROMOTION OF EDUCATION—GEORGETOWN SEMINARY—WESTVILLE: ITS IMPORTANCE AS A VILLAGE—CHIEF INDUSTRY—POPULATION.

ELWOOD TOWNSHIP

Elwood Township derived its name from Thomas Elwood, an honored name in the Society of Friends and a distinguished writer in England. A pioneer Friends meeting house was named in his honor here, and later the name was offered to the township.

The first settler in Elwood Township was John Malsby, who built a cabin here in 1820. He did not remain long, however, but returned to his former home at Richmond, Indiana. John Haworth is credited with being the first permanent settler in the township, although Henry Canaday came very shortly afterwards. John Haworth left Tennessee with his family in 1818 and went to Union

County, Indiana, and came here in 1821. He spent the first winter here in the cabin which John Malsby had built. Among his early neighbors were Johnson and Starr, a few miles to the northwest; Squires and Thomas Curtis, three miles east; John Mills, Dickson and Simon Cox and Henry Canaday.

George Haworth, an uncle of John, soon joined the settlement, and with the Canadays, established the first meeting house and soon built a house for that purpose. Eli Henderson settled in the township in 1824 and died in 1833, leaving three sons and three daughters. Henry Canaday came from Tennessee to the Wabash in 1821. His four sons, Benjamin, Frederick, William, and John came to Elwood Township in the winter and built a cabin. The following spring the entire family returned to Tennessee. However, they remained there but a short time when they all moved back here.

Benjamin Canaday, one of the sons, was a tinner by trade. He would make up a stock of tinware and take it to Louisville, where he traded it for merchandise, which he brought back and sold to the settlers. He soon had built up quite a trade and later moved to Georgetown, where he became an extensive merchant and conducted business there for many years.

Andrew Patterson came from East Tennessee in 1827 and settled at what was known as Yankee Point. Isaac Cook was also a very early settler. Nathaniel Henderson also settled here at an early date. He later moved to Clark County. Mr. Wall came here from Ohio in 1832 and died in 1872. Thomas Durham came to this township about 1825. He later went to Kankakee. William Golden settled on section twenty-five in 1825. His residence was used for a school house part of the time. James Falen, Levi

Babb, Benjamin Galladay, Thomas Postgate, Simeon Ballard and Benjamin Flehart were all early settlers here.

John Pugh came from Ohio in 1830. He died here in 1847. Isaac Wright and his son, John P. Wright, came as early as 1823. He built a horse-power grist mill on his place on section thirty-six. It was the first mill to be built in the township. Joseph Allison lived on section twenty-five in 1830. The first Methodist meetings were held at his house. Garrett Dillon was one of the first settlers at Pilot Grove. He was prominent in the work of the Friends Society and education. He reared a large family and many of his descendants are now living in Vermilion County. Nathaniel Henderson built the first cabin on the triangular portion of land, part of which projects south of the Edgar County line, known as Harrison's Purchase. Charles Brady settled in this township in 1831. He came from Centerville, Indiana. John Fletcher came from Ohio in 1836.

Asa Folger, a tanner by trade, came here in 1829. He set up on improvised tannery on a small scale and tanned leather for the pioneers. In those early days most of the pioneers made their own shoes from leather which they had obtained from the tannery.

A Friends Society was organized at Elwood. Among the early settlers there were Mercur Brown, Exum Morris, David Newlin, Nathan Thornton, Elisha Mills, Isaac Smith, Wright Cook and Zimri Lewis.

Thomas Whitlock, a Tennesseeian, came here in 1828. He was an early justice of the peace and served over twenty years in that capacity. Enos Campbell came here in 1834 from Tennessee. John Whitlock settled here in 1830. He was a member of the Cumberland Presbyterian Church and reared a large family, three of his sons becom-

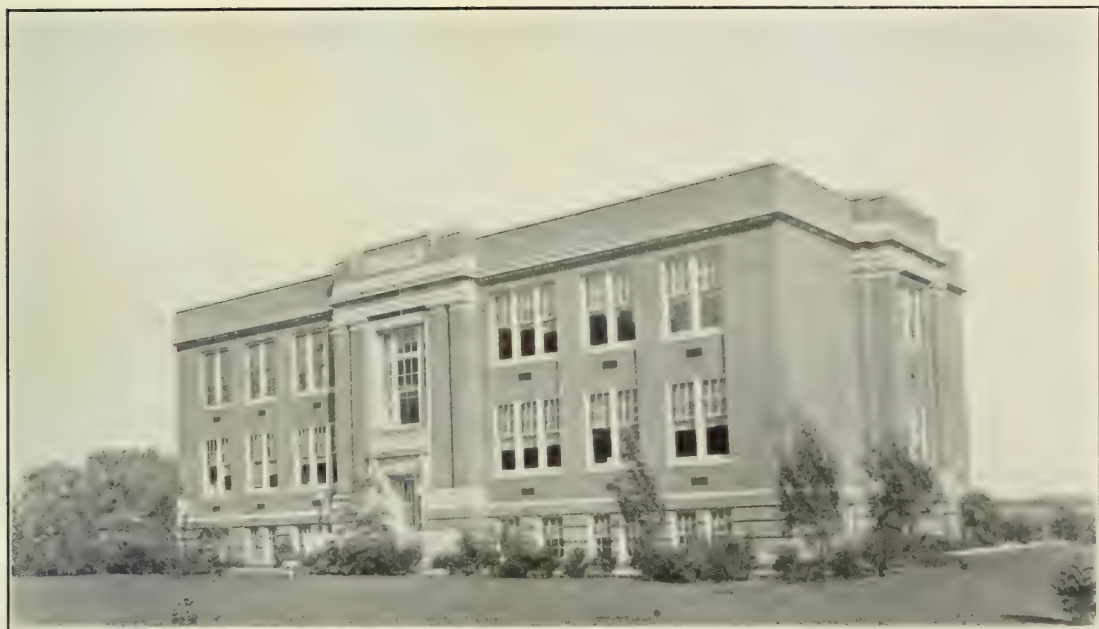
ing ministers of that denomination. Eli Patty came in 1848 and lived at Patty's Ford, east of the Elwood meeting house. John Reyburn, a Baptist minister, was an early settler.

Eli Thornton built a water mill on the Little Vermilion about 1837. It was both a saw and grist mill and was operated about forty years. Jonathan Haworth built a water mill at what was known as Cook's Ford about 1830.

Abraham Smith came from Tennessee in 1839. Joseph Ramey came about 1850. Samuel Graham came in 1828, also from Tennessee, and James Hepburn came in 1833.

Abraham Smith was one of the first to settle out on the open prairie, at Ridge farm. The early pioneers cautioned him against this venture—that no one was ever known to live out on the prairie. The experiment proved a success and soon he was joined by others, including Thomas Haworth, Uri Ashton and James Thompson. Mr. Smith "kept tavern" for travelers for a time as the stage coaches were operating between Danville and Paris. About 1850 Mr. Smith built a blacksmith and wagon shop on his place and about the same time opened a store. In 1855 he with others built a large three-story steam mill which did an extensive business until it was burned in 1863.

The pioneers of Elwood Township, while enduring the many hardships and inconveniences incident to life in a new country, did not neglect the cause of education. The first school taught in this township, and in fact in Vermilion County, was in the winter of 1824-25. The teacher was Reuben Black, a lad of eighteen years, who came here from Ohio. The schoolhouse was a log building located one mile west of Vermilion Station. The enrollment consisted of fourteen pupils, being the children of John Mills, Joseph Jackson, Ezekiel Hollingsworth, Henry Canady



TOWNSHIP HIGH SCHOOL, RIDGEFARM, ILL.



CARNEGIE LIBRARY, RIDGEFARM

and John Haworth. Reading, writing, spelling and arithmetic were taught. The second school was taught by Elijah Yager, a Methodist minister from Tennessee. Henry Fletcher was the third teacher. Elisha Hobbs, who was a very successful teacher, began teaching here in 1831. From that time on education never lost ground in the township.

In 1850 the seminary building was built by the cooperation of William Canady, David and Elvin Haworth and others. They employed J. M. Davis as principal and the school opened with one hundred and ten students. Mr. Davis was a very successful educator and continued as principal for five years. Many of the advanced branches were taught, including algebra, chemistry, geometry, surveying, minerology, philosophy, domestic economy and Latin. The common branches were also taught. This seminary flourished for many years and was a great institution. It continued until the advent of the free public school system. It was really the forerunner of the Vermilion Academy, which was established in 1873.

The Friends Society was perhaps the first religious denomination to be organized in Elwood Township. Many of the early settlers belonged to that faith. Meetings were held in various places in the township prior to 1830 when a log meeting house was built at Elwood. Other meeting houses were built later at Vermilion, Pilot Grove, Hopewell and Ridge Farm.

The first Methodist meetings to be held regularly in Elwood Township were by Elijah Yager, who came from East Tennessee, a school teacher in the employ of some of the early settlers. The next regular preaching services held by the Methodists were held at the home of Samuel Graham in 1828. Reverend James McKain and Reverend

John E. French were the preachers. The former was in charge of what was known as the Eugene circuit and the latter was his assistant. Among the pioneer local preachers of the Methodist Church were Joseph Allison, Mr. Cassady, Patrick Cowan, Arthur Jackson, and William Stowers.

The Ridge Farm Methodist Episcopal Church grew out of a class that was formed about a mile south in 1849. In 1852 it was moved to Ridge Farm. Reverend G. W. Fairbanks was the presiding elder at that time and Reverend R. C. Norton the preacher in charge. The first meetings were held in the schoolhouse. The first church was built in 1856 when Reverend S. Elliott was presiding elder and Sampson Shinn was the preacher in charge. A log church was built near the state line in 1842.

The Little Vermilion Baptist Church was organized in 1831. Reverend David Shirk was the first pastor. Reverend John and Reverend J. S. Whitlock were also early pastors of this church. The first church was a log structure, built north of the creek. It was replaced later by a frame structure.

The Cumberland Presbyterian Church was early established here by the efforts of Reverend James Ashmore. He organized what was known as Liberty Church, north of the Little Vermilion, in 1842. A log church was built there in 1843. In 1871 a frame church was built. The Yankee Point Cumberland Church was organized by Reverend Ashmore in 1853. The meetings were held in a schoolhouse at first but soon after the organization was effected a building was erected on the south line of section twenty-two, near the center of the township. Gilead Church was also organized by Reverend Ashmore in 1854 near the southeast corner of the township. At first a log

house was built which was replaced by a frame structure in 1872.

The Cumberland Presbyterians built another church in the township about a mile north of Vermilion Grove in 1872, known as "Sharon Church." Reverend Allen Whitlock was the pastor at the time of the organization and building of the church. The Cumberland Church at Ridge Farm was organized by Reverend H. H. Ashmore in 1854. Reverend Hill was the first Cumberland Presbyterian minister here. He preceded Reverend James Ashmore, whom he greatly assisted.

It is an absolute fact that the Friends, or Quakers, as they are generally named, had much to do with the early development of the southern part of the county and no history of the county would be complete without an account of their large contribution to the religious and educational life of the county, especially in Elwood Township where they first settled.

August 10, 1922, Friends at Vermilion Grove celebrated the one hundredth anniversary of the organization of the church there. At that time a historical sketch was read which brought out several interesting points. The earliest permanent settlers in this part of the state came from eastern Tennessee in 1821, just three years after Illinois became a state. Being Friends, they had a cordial dislike for slavery and its influences. Naturally, a meeting was set up after homes were established. Coming into this frontier section, they found a few friendly Indians and an abundance of wild game, big droves of deer as well as small game.

Henry and Matilda Canaday were perhaps the first Friends to settle in this vicinity. They came from East Tennessee into Indiana as early as 1818, then followed two

of their sons to Illinois in 1820 or 1821. John and Sicily Haworth, John and Charity Mills, with their families, soon joined them and together formed the nucleus of this new Friends settlement.

Vermilion County records show they entered many acres of land for homesteads in October 1822. In quick succession came the Mendenhalls, Hesters, Smith, Larrances, Holadays and many others. Almost simultaneously with this settlement at Vermilion, as it was then called, two other settlements of Friends sprang up, one at Elwood, two miles east of Georgetown and the other at Quaker Point, known as Hopewell, just across the state line in Vermillion County, Indiana.

Meetings were held alternately at Vermilion in a little log house on the John Haworth farm and at Hopewell at the home of a Friend, known as "Yankee John Haworth." The trip to this meeting included a ten-mile drive made in a rude cart, drawn by an oxen team. Elwood Township derived its name from Thomas Elwood, an eminent English Friends, amanuensis to John Milton, the blind poet.

The Elwood neighborhood was for many years called the "middle settlement." At Hopewell it was called "eastern settlement of the Vermilion." Among those who first settled at Elwood were Thomas and Keziah Cook with their six sons and five daughters. All of these but one son, spent their lives in that vicinity. One son and five grandsons became Friends ministers. Other pioneers of Elwood were Simri and Isaac Lewis, Asa Folger, Eli Henderson, Nathan Thorton and Elias Newlin.

The first meeting house at Elwood was built in 1830. A meeting house was built at Vermilion prior to that time, although the exact date of this is not known. The first

death in Vermilion settlement occurred in February, 1823, and a burial ground was selected near the new meeting house. The Vermilion Grove cemetery is probably the oldest burying ground in this part of the country. Although across the Indiana line, Hopewell meeting has always been an important part of Vermilion meeting and such well known Friends as Richard Haworth, William Henderson, Mercer Brown, Aquilla Branson, Enoch and John Pugh and William B. Walthall were prominent church and business men of that locality.

Pilot Grove meeting, two miles east of Ridge Farm, was set up and a meeting house grounds and adjoining burial ground was donated by Henry Fletcher, who entered land there in 1836. A number of early settlers in this neighborhood were from Elwood, who had dared to push out a little from the timber line and risk dangers of the prairie. Among them were Garrett Dillon, Asa Folger, William Lewis, Williamshon Price, and their families. About the same time the Pilot Grove neighborhood was started. Isaac Smith pushed out from the Vermilion settlement and two miles south, "homesteaded" the Ridge Farm.

Later this farm was platted for a town and became Ridge Farm. Here too, the Friends organized a meeting and in 1875 built a meeting house. Levi Newlin, Jonah M. Davis, Rufus H. Davis, John Hester, Caleb Lewis are familiar names in that meeting. Georgetown has a history dating back almost as far as that of Danville and from the beginning, Friends had a large part in the making of that history. Benjamin Canaday, son of Henry Canaday, embarked in the mercantile business as early as 1831. Elam Henderson, a prominent Friend, was also a pioneer business man. Georgetown Friends belonged to Elwood

meeting until early in the seventies when they built their own house of worship there.

At all the above mentioned points, Friends meetings are still maintained and from these centers through the century just closing, have gone out scores of people who have carried Friendly ideas and ideals into other sections of the country. Vermilion Quarterly meeting was established in 1863 and for a half century or more "Quaker Quarterly" was an event of more than passing interest. In 1863, but one recorded minister, Wright Cook, was in the limits of the Quarterly meeting. Asa Folger, the first minister recorded by Friends here in 1850, died a few years later.

John Howard, William Perry Haworth, Frances Jenkins, Mary Rogers, Hannah Ann Commons, Thomas C. Brown, Levi Rees, Melissa S. Haworth, Rachael Hester, John Folger, William Henderson and James P. Haworth were for many years faithful ministers in the Friends' Church and with the exception of William Haworth, have all passed to their reward. The first resident pastor in the quarterly meeting was Samuel C. Mills, who came from Fairchild quarterly meeting in Indiana in 1888 to become pastor of the meeting at Vermilion Grove.

Not long after homes were built in these frontier settlements schools were opened. In 1824, the first school in the Vermilion settlement, probably the first in the county, was taught. The building was of logs and was sixteen feet square. It stood a little to the east of the David Haworth home, now owned by Beriah Haworth, about one mile west of the village of Vermilion Grove. A stick and clay chimney, a big fireplace, clapboard roof, with no nails in the building, the roof being held in place by a long strip

of board fastened at the ends by wooden pegs, composed the ancient seat of learning.

Greased paper was placed over the windows, there was a puncheon floor and slabs, with legs, for seats. A shelf along one side was used by pupils who were in the writing class. Reuben Black from Ohio was the first teacher and there were fourteen pupils. This building sufficed for some time as a schoolhouse but was later used as a residence. In 1850 the old Vermilion Seminary was built. Efforts to secure subscriptions for building a house having failed, David Haworth, Elvin Haworth and William Canaday assumed responsibility for the project. Each gave one hundred dollars and with their own hands and the help of neighbors erected a frame building thirty by fifty-two feet, not far from where the district school now stands. The land then belonged to the Elvin Haworth farm, formerly the John Haworth homestead.

This building had an assembly room and two class rooms. Jonah M. Davis was employed as principal and school opened with one hundred and ten pupils. They were from the age of six to twenty-five years. They came from Georgetown, Elwood, Ridge Farm and Pilot Grove. Besides the grade studies, Latin, algebra, geometry, chemistry, surveying and astronomy were taught. John M. Davis, with different assistants, continued as faculty for six years. Other well-remembered teachers were Charles Black, who later became General Black, James Rees, Josephus Hollingsworth, William Mendenhall, Jonathan Ellis, Thomas C. Brown and Levi Rees.

Gradually other schools were built in the outlying neighborhoods. In the early sixties the public school system was introduced and thus the numbers at the old academy decreased. There were enough children to re-

quire two teachers until 1869. The advanced studies were then dismissed. In 1847 Vermilion Academy was built by the quarterly meeting. Public high schools being few in the county this institution, like the old seminary, drew its patronage from a large territory and the enrollment for a few years was near eighty. As other schools were built and the contributing territory became more circumscribed, the enrollment gradually fell off but the school is still maintained and ranks among the foremost of the good schools of our county.

The first Sunday School, then known as First Day Scripture School, was undertaken in 1840 with James Reese as its head.

Material for the first burial casket was brought on horseback from Terre Haute, Indiana.

Many of the younger women of the pioneer days made the trip here from Eastern Tennessee on horseback.

The first musical instrument to be used in Vermilion meeting was an organ purchased about 1887.

The name "Society of Friends" was officially changed to Friends Church by an act of the Western Yearly Meeting in 1891.

In the vicinity of Elwood, the church cemetery has many graves which are unmarked. In early days, the Friends did not believe in marking graves with tombstones and as a result, there are many unmarked burial plots in this little cemetery. Rocks, placed in various positions, some of them in initial form of the deceased's name, are the only markers by which descendants of these pioneers can distinguish graves of their departed ones.

One-half of the southern part of Vermilion county's population are descendants of the early Friends settlers.

Ridgefarm which is located in the southern part of Elwood Township near the county line, was platted by Abraham Smith in November, 1853, and the original plat consisted of thirteen lots. Smith, the founder of Ridgefarm, will be remembered as the first man to venture out on the open prairie and undertake to cultivate a farm in that part of the county—"out on the Ridge" as it was called then. Smith's plat was located on the west side of the state road (now the Dixie Highway) and south of the county road. The same year Thomas Haworth laid out and recorded an addition west of the state road and north of the county road. February 27, 1856, Thomas Haworth laid out and platted another addition of seventeen lots. On December 1, 1854, J. W. Thompson laid out an addition of eight lots east of the state road and south of the county road, and in August, 1856, he laid out and platted an addition of thirty-two lots. On April 11, 1856, A. T. Smith platted an addition of six lots. March 25, 1857, T. A. Haworth laid out his third and fourth additions. A. B. Whinrey laid out an addition of two blocks at the railroad. On April 5, 1873, R. H. Davis platted a subdivision of section thirty. In April, 1872, J. H. Banta platted an addition of four blocks east of the railroad, and on April 15, 1873, H. C. Smith platted an addition east of the state road.

Shortly after the town was laid out Mr. Smith built a store and Samuel Weeks built a blacksmith shop. Thomas Haworth built a store on his land and rented it. John Dicken built a tavern. James Frazier kept a hotel here awhile. Ephriam Goodwin built a little store on the east side of the street which he occupied as a confectionery for awhile. William Canaday continued the business there

for a time. Walter and Price erected a building on the northwest corner for a drug store.

With the advent of the railroad in 1873-1874 the town was given adequate shipping facilities and business of all kinds increased.

The first postmaster at Ridgefarm was Abraham Smith, the founder of the town.

A petition of incorporation of the Village of Ridgefarm, signed by Uriah Hadley and others, was filed in the county court on March 3, 1874. There were then according to the petition three hundred and fifty inhabitants in the village. The court ordered an election held at the store of J. C. Pierce on March 21, 1874, to vote on the question of incorporation. George H. Dice, R. H. Davis and J. H. Banta were appointed judges of election. At the election fifty-one votes were cast, forty-nine for incorporation and two against it. The court ordered an election held on April 22 to vote for six trustees to serve until the regular election. The following were elected trustees: J. H. Banta, M. A. Harold, T. C. Rees, A. J. Darnell, A. B. Whinrey, and Moses Lewis. The trustees elected A. J. Darnell the first president of the village and T. C. Ross the first clerk.

Ridgefarm was early to establish good schools and as early as 1875 erected a large brick school building.

The town has good schools, a number of churches and the principal fraternal orders, lodges and clubs are well represented here. A Masonic lodge was instituted at Ridgefarm October 2, 1868.

The census of 1920 gave Ridgefarm a population of eight hundred and fifty-five.

Vermilion Grove is a village of two hundred and twenty inhabitants located in Elwood Township about two miles

north of Ridgefarm. The Haworths and Canadays made the first settlements here in the very early history of the county.

In 1876 Elvin Haworth platted for record a subdivision of the southeast quarter of section thirteen, upon which the village is built. It was called Vermilion at first until the railroad was built, but when the post office was established in 1873 it was changed to Vermilion Grove on account of there being another post office in the state named Vermilion. John Stafford engaged in the mercantile business here in 1873.

GEORGETOWN TOWNSHIP

Georgetown Township was one of the first to be generally settled in the county. The abundance of timber and water supply were some of the attractive features to the early settlers who were not inclined to settle on the open prairies. Another inducement to early settlers was the close proximity to the salt works. This was also an important item of consideration to the pioneers.

Henry Johnson was the first permanent settler in what is now Georgetown Township. He made his home on section thirty-six, two miles west of the present village of Georgetown. This was in 1820. The same year Mr. Butler settled at Butler's Point, and Seymour Treat. Absalom Starr, a brother-in-law of Henry Johnson, settled in this township in 1821. Henry Johnson, Absalom Starr, Gotham Lyons and John Jordan all settled near each other. Johnson's place was known for several years as "Johnson's Point." He lived there about twelve years when he sold his place to Levi Long and moved farther west. Achilles Morgan settled on section fifteen in 1825.

He was a man of strong character and ability and was recognized as one of the leaders of the community. He was one of the first county commissioners of Vermilion County. He and Mr. Butler organized the first county commissioners court at Butler's Point. Amos Williams was appointed clerk and Charles Martin, constable. This was in March, 1826. Achilles Morgan came here from Virginia and was a member of a prominent family of the Old Dominion who were renowned as famous Indian fighters.

Among other early settlers were Fletcher, Haworth, Folger, Henderson, Newlin, Canaday, and Mendenhall who came from East Tennessee and the Carolinas. Benjamin Brooks from Indiana was an early settler. Bob Cotton and the O'Neal family settled here about the same time. Here James O'Neal was born in 1822. He was probably the first white boy born in Vermilion County.

Other early settlers were James Stevens who came from Indiana in 1826 and settled on section nine, and James Waters came in 1832. Isaac Ganes and John L. Sconce settled here in 1825. James Graves and his sons, O. S. and L. H. Graves, and John Cage, all from Kentucky, settled on sections seventeen and eighteen in 1828. Isaac Sandusky, also from Kentucky, settled on section nine in 1828. He was a soldier in the War of 1812. He was a successful man of affairs and became a very extensive land owner, as also did his sons, James, Harvey and Josiah Sandusky.

Subel Ellis was an early settler here. He located on section twenty-nine and was one of the first to improve a farm in that locality. Jacob Brazelton settled here in the early twenties and was the first justice of the peace in this part of the county. Joseph and Abraham Smith,

who came in 1828, were neighbors of Brazelton. Prebble, Foley and Dickason came here in the late twenties. Daniel Darby had a wagon shop on the old salt works road for a time but later went farther west. William Haworth, Mr. Stowers and Moses Scott were also early settlers. John Kyger and William Sheets came to this township in 1835 and were numbered among the prominent early day settlers.

One of the inconveniences incident to pioneer life was the scarcity of grist mills. The early settlers of Georgetown were compelled to go to Indiana to get their grinding done. The first grist mill in the township was built by John Brazelton. It was a horse power affair, located on his place near the Vermilion River.

In 1840 William Jenkins built quite a pretentious water mill on the Vermilion River. This was later swept away by high water. In 1850 Henderson, Kyger and Morgan built a large steam mill at Georgetown.

William Milikan built the first carding mill in the county here in 1830. It was a tread power mill operated by oxen.

The pioneers of Georgetown were men of deep religious convictions and religious services were held at a very early day in various parts of the township. The Methodists held their first meetings in a school house in the village of Georgetown. Father Anderson was one of the first Methodist ministers. Other pioneer Methodist ministers of the township were Reverends Fox, James, Muirheads and Cowan. Services were first held in school houses and soon a number of churches were built, at various places—one in the village of Georgetown was perhaps the first.

The Cumberland Presbyterian organization made an early appearance in this township. Mount Pisgah Church

of this denomination near the western line of the township was the first of that denomination in the county. It was organized by Reverend James Ashmore and Reverend Hill. Meetings were held in a school house until 1842 when a church edifice was built of logs, which was later replaced by a frame building. Reverend James Ashmore was pastor of this church for forty-two years. Other pastors who served this church were Reverend W. O. Smith, Reverend G. W. Jordan, Reverend H. H. Ashmore and Reverend Thomas Whitlock.

Reverend Allen Whitlock organized the Cumberland Presbyterian Church at Georgetown January 19, 1860. The building was erected in 1860.

The Cumberland Presbyterian Church at Westville was organized in 1871 by Reverend W. D. Smith.

Brook's Point Christian Church was organized by Elder Martin in 1870.

The Friends built a brick meeting house in Georgetown in 1874.

Georgetown and Westville are located in this township.

Georgetown Village, which is now one of the important towns of Vermilion County, was founded in 1827, about seven years after the first settlement of what is now Georgetown Township. The plat was acknowledged in June, 1827, about two months after Danville was laid out.

The town was laid out by James Haworth on his land, and there were only four blocks in the original plat. These blocks were divided into eight lots each. Thus there were only two streets recognized in the original plan of the town. These were State Street running north and south and West Street intersecting it at right angles. These streets were sixty feet wide and a public square was pro-

vided for at the intersection of the streets by cutting out the corners of the four central blocks on the plan of the square at Danville. This plan was followed in laying out quite a number of towns in this section of the county about that time.

It was said that Mr. Haworth acted as his own surveyor in laying off the lots. The "surveyors chain" used in this highly technical operation was a large grapevine which he had cut one rod in length. With this surveying instrument, Mr. Haworth measured and laid off the lots, which probably accounts for quite a little variation in the size of the lots. Some of the original lots measure as much as six feet more than others.

Later as the town grew, other additions have been platted and recorded. Among the names of those who platted additions in the early days were James Haworth, A. Frazier, Samuel Brazelton, Mahlon Haworth, J. B. Haworth, A. F. Smith, and Mr. Henderson.

Georgetown was named after George Haworth, a crippled son of Mr. Haworth the founder of the town. There are other traditions as to what the name was derived from but this seems to be the most authentic and reasonable. George Haworth after whom the town was named died in 1854.

The first building here was a doctor's office. It was built by Doctor Smith, who was considered a very well qualified physician for that time. After practicing here for a time he went to Mackinaw where he died. The second building erected in the town was a blacksmith shop, always a time honored essential institution of pioneer towns, and John Sloan was the first blacksmith. Next a store was built by Samuel Brazelton. This was located on the square and was the beginning of merchandising in

Georgetown. The store was built of poles and a small stock of goods kept for sale. A log tavern was soon built and kept by Mr. Brazelton. Other log houses were soon built. A man named Frazier kept a store here.

A school house was soon built on the square. It was a crude log structure not even up to the standard of log house architecture of that pioneer age. H. Givens taught the first term of school here, perhaps, in 1828, the following year after the town was founded. Owen West was the next teacher here after Givens. Some of the first pupils to attend this school were Luzena Brazelton, Bracken Lewis, George Lewis, Millikan Moore, Eli and Mahlon Haworth and James Staunton. The books used were English reader, Talbott's arithmetic, American speller and Murray's grammar. Preaching services were also held in this old log school house by traveling and local preachers of the Methodist Church.

The post office was established here about 1828. The mail route ran from Georgetown via Carroll, a post office in the McDonald neighborhood, to Paris.

Abraham Frazier was a very early merchant here. Early in life he was a tanner. His brother, Abner Frazier, came here from East Tennessee in 1830 and clerked for him. Two of Abner Frazier's sons were later engaged in the mercantile business in Georgetown for many years. Benjamin Canaday was also an early merchant in Georgetown. He was a tinner and at first made tinware which he traded for goods in Louisville. He brought the goods back with him and started with a little stock which he kept in a log house where he lived at Vermilion Grove. About 1830 he came to Georgetown and opened a store in partnership with the Haworths. Later he was in partnership with Abraham Frazier for a time. Canaday and



STREET SCENE, WESTVILLE, ILL.



COAL MINE NEAR WESTVILLE, ILL.

the Haworths belonged to the Society of Friends and at an early date commenced religious meetings here.

Canaday continued to be a leading merchant in Georgetown for a number of years and later built a large brick store. He amassed a comfortable fortune, for that time, and gave liberally to charity, churches and other worthy causes.

Another early merchant in Georgetown was James Shannon. He had a brother, Dr. John Shannon, who was engaged in the practice of medicine at Georgetown in its early days. The two brothers left here after a few years and went to Mackinawtown, Tazewell County.

Dr. Thomas Heywood was one of the earliest to practice medicine here. He was educated in Ohio and came here to practice medicine. After a time he removed to a farm in Carroll Township and continued to practice medicine there until his death. Dr. Richard Holmes was also an early doctor here. He later went to Ohio.

William Taylor was the first cabinet maker to locate in Georgetown. He came here from Brown County, Ohio, in 1831. He purchased a log house where he made his home and a log store where he carried on his cabinet work. He worked at his trade here for thirty years, until furniture factories began to introduce their wares here. He continued, however, to make coffins, which he had done for many years.

Elam Henderson came to Georgetown in 1831 and perhaps had more to do with the early improvement of the young town than any other man. He had lived in the township since 1824, where he had been successfully engaged in farming and had become prominent in county politics. He had been elected county commissioner and associate justice.

He engaged in the mercantile business in the village of Georgetown and was instrumental in building a better class of buildings. He was one of a company to build a mill. He established the Citizens Bank and was one of the early grain buyers. J. H. Gadd, who became one of the early lawyers, came here with his mother and brothers in 1834. G. W. Holloway was another early settler who took an active part in early religious and educational affairs. He came here in 1835 and was engaged in business for many years.

Among the doctors who came here when the village of Georgetown was still young was Dr. A. M. C. Hawes. He was educated in Lafayette, Indiana, and read medicine with Dr. O. L. Clark and after preparing himself for the practice of the profession he came to Georgetown. He was a very successful doctor. His practice extended into Indiana, Edgar County and Champaign County. He was one of the progressive early day students of the science of medicine. He was one of the organizers of the County Medical Society and was its first president and was selected as its annalist to prepare for the society the history of the profession in this county.

Among some of the other men who figured in the early history of Georgetown was Jacob Yapp, who was a leading business man here for years and active in the formation of public welfare. Joseph Bailey was also an early business man and was engaged in mercantile pursuits here.

Since the first settlement in Georgetown its people have always taken a keen interest in the advancement of education. No sooner had the first settlement been made when the pioneer subscription school made its appearance. These schools were continued under constantly improving conditions until 1844 when the Georgetown Seminary was

organized and for twenty years continued to be the center of more advanced education in Georgetown and the surrounding country. This institution flourished long before there was a high school in the county.

The promoters of Georgetown Seminary were Presiding Elder Robbins, J. H. Murphy, Douvelle, and Mr. Curtis. The seminary was under the charge of the Methodist Conference, and the teachers were selected by that body.

The first principal was Jesse H. Moore, then a local preacher who later became a very prominent preacher and a presiding elder in the Methodist Church. He served in the Civil War and became a general. Later he served as a member of Congress from this district and was afterwards United States pension agent at Decatur, Illinois. He served as principal of the Georgetown Seminary four years. During his administration the school was held in a frame building which had been built for a church, and which had been moved to the grounds later occupied by the district school building. The seminary building was erected in 1848. It was a plain brick structure, two stories high and capable of accommodating two hundred pupils.

After the new building was completed, Professor J. P. Johnson, who later went to Kansas, was in charge as principal, for five years. During his management the school increased in numbers and popularity. Pupils came from a hundred miles distant. A great many came from Danville to attend the school.

Professor Asa Guy had charge of the seminary from 1853 to 1855. He was assisted by his wife and a Miss Hazelton. Reverend Mr. Railsback was principal for four years and after him Reverend Mr. McNutt.

During a portion of the existence of the seminary there was a working understanding between the district and the trustees of the seminary. There was no definite agreement as to authority or management, but so just was the understanding and so successful the management that the partnership was very satisfactory. The seminary was built by the proceeds of contributions from the citizens in general, consisting of money, cattle, hogs, chickens or anything that the donors were inclined to contribute.

After the seminary had so well performed its mission for a period of seventeen years it was succeeded by the public school which had been improved by state legislation. In 1861 the directors of the district assumed full charge of educational affairs.

Asa S. Guy was the first principal of the public school here after the seminary was disbanded. He was assisted by T. Barnett and Rebecca Lawrence. This was the beginning of the public school system in Georgetown which has kept pace with the improved conditions and progress throughout the country, and few if any towns of the size of Georgetown in the state have better schools. In the matter of education Georgetown has always maintained the high standard which it attained at the beginning.

Georgetown was incorporated under the general act of 1872, on February 22, 1873, by a vote submitted to the electors.

Georgetown has always been an important mercantile center. Its railroad and highway facilities are good and it is one of the live industrial towns of the county.

All the major religious denominations have organizations here, and lodges and fraternal organizations are well represented.

Georgetown has a population of three thousand and sixty-one according to the last official census.

WESTVILLE

Westville is the third largest municipality in Vermilion County. It was laid out on section nine, Georgetown Township, in May, 1873, and owing to the fact that it was in the midst of a rich coal field its growth and development were rapid. Originally only two blocks were platted by William P. and E. A. West from whom the town takes its name.

Among the pioneer business men here were Parker and Ellsworth, who commenced business on the present site of Westville in 1872. Later they were bought out by Cook and Alexander. Other early merchants were Dukes and Doops, Boone and Jumps Brothers and J. W. Lockett and Brother. Practically all of these carried on a general mercantile business.

H. C. Myers opened a drug store in 1877, and shortly afterwards he was succeeded by Dr. W. D. Steel who also was engaged in the practice of medicine.

Jonathan Clayton opened a blacksmith shop here in 1872. The post office was established in 1876 and S. W. Dukes was the first postmaster.

Westville has good schools, churches, banking facilities and progressive merchants. Mining is the chief industry and the population is made up of the industrious and thrifty classes.

The population of Westville is four thousand two hundred and forty-one.

CHAPTER XIV

TOWNSHIPS AND VILLAGES—*Continued*

MIDDLEFORD TOWNSHIP: LOCATION—ARRIVAL OF THE PARTLOW FAMILY IN 1829—NUMEROUS EARLY SETTLERS—A POPULAR TAVERN—RELIGIOUS AND EDUCATIONAL PROGRESS—MERCANTILE ESTABLISHMENTS—NEWELL TOWNSHIP: EARLIEST FAMILY—LENEVE BROTHERS—PIONEER LOG SCHOOL HOUSE—ADVENT OF METHODISM—PILOT TOWNSHIP: ATTRACTIONS TO SETTLERS OF 1830—INFLUENCE OF RELIGION AND EDUCATION—COLLISON—ROSS TOWNSHIP: THE DAVISONS AND GRUNDYS—LEADING PIONEERS—RELIGIOUS ORGANIZATION VILLAGE OF ROSSVILLE.

MIDDLEFORK TOWNSHIP

Middlefork Township is bounded on the north by Butler, on the east by Ross, on the south by Blount and Pilot townships and on the west by the county line. At the time of township organization in 1851 it included not only all of Butler Township but all of what is now Ford County, extending up to the Kankakee River, and was more than sixty miles long. However, there were no settlers within this entire country except a few who had settled around Horse Creek.

There were about twelve sections of timber land in the township. There are numerous streams, which together with abundant groves and timber made this section the most desirable place for early settlement in northern Ver-

milion County. It soon became a land of fine farms, comfortable homes and prosperous people. Early settlements were of course along the streams in the timber. In common with the average pioneers they thought that they couldn't live out on the prairie.

The first settlers found corn growing here, but the Indian method of cultivation differed considerably from that which was soon to follow in the present day corn belt. The only variety of corn found here when the white man came was the red and white spotted ears. When corn was harvested it was buried in caves which were dug in dry knolls.

The first settlement was made in what is now Middlefork in 1828. Mr. Partlow and his wife came here from Kentucky in 1829 with their four sons, Samuel, James, Reuben and John, and their son-in-law, Asa Brown. They were all married and had families when they came here. They first built a cabin at Merrill's Point and the sons took up claims in sections five, six, seven and eight, south of where Armstrong is now located. They were all ardent Methodists and two of the sons, John and James, became Methodist preachers. About 1840 they built the first meeting house in this part of the county—a rude log cabin on the bank of a stream of Reuben's land. The Partlow family exercised a strong religious influence on the community.

William Bridges came here in 1830. Michael Cook was one of the first settlers here. He died soon after coming. Charles Bennett settled at Collison's Point in 1828 among the first here. He came from Ohio, and was the first settler on Bean Creek. He died in 1840. Richard Courtney came here from Franklin County, Ohio, in 1835, and entered land in the famous bluegrass tract which the In-

dians had just abandoned. There were then standing on the place the stalks of the former year's crop of corn which had been raised by the Indians. The untouched grass of thousands of acres grew rank around and through the grove. The few cows that the settlers kept came in at night loaded down with milk and almost every hollow tree in the grove was the home of bees. There never was a land, to which the immigrant seeking new homes, flowed more literally with milk and honey than this. The Courtney family at one time started breaking prairie and planted a hundred acres to corn. They got a good crop, but did not know what to do with it. It was only six cents a bushel and no market for it at that price. Deer, geese, turkeys and prairie chickens were numerous.

Douglas Moon came from Ohio in 1834 and took up land south of where Armstrong now is. Mr. Meneley, who was a millwright, built a sawmill a short distance down the stream from Marysville in 1837. He afterwards sold it to a Mr. Smith and it later burned. Smith rebuilt it and in 1872 a grist mill was added. It was the only water mill ever built in the township.

Bean Creek, the eastern branch of Middle Fork, was first known as Sullivan's branch. The first settlers along this creek were Mr. Bennett, Mr. Allen, W. H. Copeland and Mr. Albright. Farther up the creek were George Copeland, John Mills, David Copeland and John Smith (English) who settled there about 1845. There were three John Smiths settled in Middlefork Township and by way of designation were called "English" John Smith, "Ticky" John Smith and "Plain" John Smith. The former of these Smiths was an Englishman. He became the owner of three thousand acres of land and was a big cattle man here. Plain John Smith came here from Pennsylvania

about 1845 with a four horse team which he traded for a small farm. He became prosperous, owned considerable land around Marysville where he built the first store and was postmaster for awhile.

In 1832 a country road was established through Ross-ville and Blue Grass from the state line west. This became known as the Attica in a few years. Thomas Owens who later moved to Streator bought a farm on section sixteen and began "keeping tavern" at Blue Grass. It soon became a center for people in the surrounding country. A store and post office soon followed. A blacksmith shop was started. Blue Grass became a busy center and did all the business for a radius of ten miles. But when the railroad was built and missed the village by a few miles it soon ceased to be a business center.

The first school taught in the town was by Reverend Mr. Ryman four miles west of Marysville in 1842.

The first religious services in the township were probably held at the house of the Partlow family who were strong supporters of the Methodist Church. In 1829 we find that Reuben Partlow accompanied John Johns, who lived ten miles southeast of the Partlow neighborhood, to Danville to attend a meeting, and to ask that the preacher, McKain, send an appointment to their neighborhood. This was complied with. Coffeen's Hand-book of Vermilion County, pages 25 and 26, says: "A man by the name of McKain was the first Methodist circuit rider of this county. Harshey was the next and by his preaching a great influence was exerted in favor of Methodism in this vicinity." It is probable that the same circuit which was extended to John Johns in 1829, was also extended to the Partlow neighborhood the same year. This was the Eugene Circuit and extended to Big Grove (now Cham-

paign). Under the preaching of Mr. Harshey, who was the second circuit preacher in the county, regular appointments were made at Mr. Partlow's which grew into the Partlow Church ten years later. For at least ten years, preaching was had in the houses. Blue Grass, Partlow's and Morehead's were the first preaching points. After Reverend Harshey, came Risley, Bradshaw, Moore, Buck, Crane, Littler and others. In 1840 the first church building was erected in this part of the county. It was built on land donated by Reuben Partlow. This building was also used for the first school which was held in this part of the township, and the second one in the township. It seems that this locality was slow to take interest in schools. It was not until about 1848 that they turned to the cause of schools. A new wave of immigration about that time awakened interest in schools. Methodist churches were built at Marysville in 1870; Blue Grass in 1854; and Chapel "No. 1" in 1867.

The Baptists were active at an early date in this township. The Middlefork Baptist Church was organized in 1834 by Elder Freeman Smalley with about twenty members. This old church maintained its position until 1864 when questions which grew out of the Civil War caused a division which proved disastrous.

In 1852 a Baptist church was organized at Blue Grass and was called Hopewell Church but came to be generally known as Blue Grass Church. The early pastors of this church following Elder Smalley were Reverends Dodson, A. C. Blankenship and Benjamin Harris. The new church held its first meetings at the residence of David S. Halbert who came to this county in 1836 and became united with the Baptist faith in 1840. He came to this neighborhood

about 1848 and spent his life here except four years of service in the Civil War.

Point Pleasant Church was organized in 1866 by Elder C. B. Seals who was then a licensed preacher. A church edifice was built the following year, near Methodist Church "No. 1."

The United Brethren Church which was organized in Ross Township, had five appointments in the Marysville circuit here in the early days as follows: Mr. Knight's at Knight's Branch, five miles southwest; Bean Creek, three and a half miles northeast; Murphy's School House, seven miles north; Sperry's, five miles southeast; and Marysville.

The villages of Potomac and Armstrong are in Middlefork Township. Ellis, a railroad station in the northwestern part of the township, has a population of twenty-seven.

Potomac, the largest village in Middlefork Township, was platted and incorporated under the name of Marysville and a post office was established there under that name. Doctor Ingalls was the first postmaster. Then for awhile the post office was suspended and when it was reinstated with Rigden Potter as postmaster the post office department changed the name to Potomac. The reason given was that the close proximity of Myersville and the similarity of the names made the two places easily confounded.

The village is located on section three (21-13). John Smith (plain) was the first man here. Isaac Meneley and Morehead and Robert Marshall were at first living across the creek but soon joined Smith here. James Colwell was also an early settler here. Douglass Moore bought land here and built on it. Isaac Meneley built a shop about

1850 and started blacksmithing and about that time Smith built a frame store across the street from the blacksmith shop and engaged in the mercantile business. Doctor Ingalls was practicing medicine here at the time when he was appointed the first postmaster.

Henry Bass had a store here in 1852 and was in business here for a number of years. George and Mason Wright engaged in business here in 1860 and four years later went to Danville. Lloyd and M. M. Groves who had carried on an extensive mercantile business at Blue Grass, came here in 1864 and occupied the store which Wright Brothers had vacated. They continued in business here successfully until the death of one of the partners, in 1874, which dissolved the firm.

I. Dillon built a steam grist mill here in 1869.

The village was incorporated in 1876. Potomac has an excellent school system. Its business men are live and progressive and it is one of the prosperous towns of the county. The population according to the last census is eight hundred and sixteen.

Armstrong is located in section one (21-14) on the Illinois Central Railroad in Middlefork Township. It was laid out and platted on land owned by Thomas and Henry Armstrong in 1877. The village has a population of three hundred and twenty-five.

NEWELL TOWNSHIP

When township organization was effected in Vermilion County this township was originally named Richland. At the first meeting of the board of supervisors, June 13, 1851, the name was changed to Newell, as there was already a township in the state named Richland. The

township bears its present name in honor of Squire James Newell, the first justice of the peace.

The pioneers of what is now Newell Township were two brothers, Obadiah and John LeNeve. In the fall of 1823 Obadiah LeNeve made a trip on horseback from Vincennes to Saint Louis and into northern Missouri. Upon his return trip he came through northern Illinois. When he reached what is now Newell Township he was more favorably impressed with it than any section over which he had traveled. He selected tracts of land in sections twenty-three and twenty-four and when he returned home purchased them.

In December, 1824, Obadiah and John LeNeve left their relatives in Lawrence (then Crawford) County, Illinois, and with a team loaded with provisions, bedding, etc., they left for their future home in Newell Township. They brought a man with them to take the team back. Upon reaching their place they built a rude hut. They spent the winter here occupied mostly in splitting rails. Indians were numerous here then and frequently visited the LeNeve brothers. They behaved in a most friendly manner, and never disturbed anything while the men were away. If any Indians were present, which they frequently were, when the LeNeves prepared their family meals, they were always invited to the repast and invariably accepted. Wolves were plentiful and made the nights hideous with their howls.

The LeNeve boys erected a house on section fourteen, town twenty, for Ben Butterfield, who was expected to arrive soon with his family. He came about the last of February, 1825. The LeNeves departed a few days later. However, they returned the following November. During the summer and fall of 1825 numerous other settlers came

here. Henry Lockland, Amos, Aaron and Nathan Howard came from Ohio. James Currant came from Virginia. William and James Delay came from Ohio. Oliver Miller settled on Stony Creek in section fourteen. Samuel and John Adams and Joseph Martin came together from Harrison County, Kentucky. William Newell came from Kentucky also. John Lamb and his son Simeon from North Carolina came the same summer. Also John Goodener, Elijah Hall and John Swisher came about the same time. George Ware came here the same year.

The next year—1826—Samuel Swinford, Richard Blair, William Adams, Edward Martin and James Newell came from Harrison County, Kentucky. Adam Starr came up from Georgetown and settled here. Abraham and Frederick Stipp from Virginia settled on section nine. John Watson settled in the southern part of the township.

In 1827 William Currant from Virginia settled on section thirty-six, town twenty. David Tickle, Jacob and George Swisher and Eli Hewitt came from Kentucky—Nathaniel Taylor, Joseph Gundy and Luke Wiles also came in 1827.

In 1828, Hugh Bolton and Solomon Roderick came from Ohio. Doctor John Woods a native of New York came this year, and his father-in-law, Supply Butterfield, also came in 1828. Thomas Hendren, John Chandler, Jacob Eckler, James Duncan and his sons, Asa, Alpha, Darius and James, all came from Kentucky in 1828.

In 1829, Ralph Martin, Henry Fergusson, William Cunningham, Harrison Oliver, George W. Smith, Samuel Oliver, John Shafer and James and Andrew Makemson arrived from Kentucky. For the next few years settlers continued to come in quite rapidly and this part of the

county soon became quite thickly settled for a new community.

Doctor John Woods, who came here from New York in 1828, was the first regular physician. There was quite a good deal of sickness among the early settlers in the new country. The prevailing ailments were ague, typhoid fever, so-called milk sickness and chills. Sanitation was little understood and practiced less.

James Makemson was one of the early blacksmiths. He studied medicine by himself and got to be a kind of a doctor and won quite a reputation and practice among the pioneers. After that he gave up blacksmithing. William Currant worked at the shoemaker's trade, which he picked up after coming here. He was a self-made shoemaker. Settlers then had to buy the leather at the tanner's and have their shoes made by some local shoemaker. The harnesses were of the chain tug kind and were also home-made.

Before the invention of friction matches people used flint and steel to strike fire, igniting a piece of dry tow with the sparks. One cold morning, at the home of George Smith the flint and steel would not produce the desired spark and instead of going to a neighbor for live coals, which was the custom, Mrs. Smith placed a handful of tow in the fireplace and charged the gun with powder and fired into the tow and soon had a blaze, which was another way of starting a fire with a kick which preceded the achievement of Mrs. O'Leary's cow.

Many of the early settlers in Newell Township were from Ohio and Kentucky. They were thrifty and intelligent and early realized the necessity of organizing schools. The pioneer log school house was one of the simplest, yet most celebrated, institutions that figured in

the settlement of the country. It was built of round or hewn logs and contained one room. The floors were of puncheon and a rude fireplace occupied one end of the building. In the opposite end an opening had been made by leaving out a log and in this opening upright pieces were placed at proper intervals, and oiled paper pasted on them to admit light. Thus the window was translucent but not transparent. The furniture consisted of rough benches. At the window a long writing board was put up with the customary desk pitch and a bench which reached across the room was placed before this desk. Here, near the light, the pupils practiced their copies. There was no free public school system in those times. School had to be organized by the individuals of each neighborhood and supported by private contribution, and only those who paid received benefits. School houses were built in the same manner. When a school house was to be built the settlers met where the house was to be built and all helped in erecting the building. Schools were not limited to houses that were built specially for school purposes, but vacant cabins suitably located were frequently used for schools. Whoever proposed to organize a school went around among the settlers and took subscriptions for the number of scholars that each would send. Thus the name, "subscription schools," was applied to these early day schools. The price paid teachers varied from one to two dollars per scholar for a term of three months. Frequently some public spirited settler would subscribe to pay for twice as many scholars as he had to send. Often those who had no children and whose financial ability would permit, subscribed and paid for several scholars. Reading, writing, spelling and arithmetic comprised the studies.

The first school house in this township was built in 1827 and was located on section three. The first teacher was a Mr. Scott who was described as a good natured, fatherly old gentleman. The second was Duncan Lindsey. It was said of him that he allowed very few children to "spoil by sparing the rod." The second school was known as the Eckler School and was built, on land owned by Jacob Eckler, in 1830. Miss Elizabeth Stipp was an early teacher here. About 1833 a school was taught in a house on the North Fork near the old town of Denmark. Early teachers here were Mary Beasly, Noah Sapp and Elizabeth Stipp. After a few years this house was abandoned and a private house in Denmark used. The Lamb school house, located on the southeast corner of section twenty-six, was built in 1835. Among the teachers here were Robert Price, John McKee, J. Poor, and James A. Davis. The Cunningham school house was built about 1840. Levi Cronkhite was the first teacher.

The first preaching in Newell Township was by a Methodist preacher at the house of William Delay in 1826. The next place was at Peter Starr's home in 1829. The Eckler school house in the same neighborhood was also used for services by several denominations. The Methodists, Predestinarian Baptists, Disciples or Campbellites and a sect calling themselves the Radical Methodists all had classes here. James Harshy and Wrisley were the first Methodist preachers. James Norris was the first Baptist preacher and Doctor Hall the first Disciples. Another prominent meeting place was at Jeremiah Delay's place. Also meetings were held for several years at John Johnson's and William G. Blair's. The United Brethren held monthly meetings at Samuel Adam's place a few years, and afterwards at the Newell school house. The Chris-

tians held meetings at an early day at William Cunningham's. Some of the early preachers of that denomination were Doctor Hall, Walters, Hibbs, Watson, Clark, Solomon McKinney, John Ashby, Sears, Law and Thurman. In 1834 the Christian Society, called Walnut Corners Church, was organized and held meetings at the house of William Cunningham and at the Eckler school house. Later the place of worship was changed to Cunningham school house. Another Christian Church was built at State Line.

The Methodists erected the Asbury Church in 1851. It is on land given by William Currant.

Pleasant View Christian Church is in the Leonard settlement, and was organized at the Nauvoo school house about 1849.

The northern part of the city of Danville is located in the southwest corner of Newell Township. Bismark is the only village in the township. It is in the northern part and has a population of three hundred.

PILOT TOWNSHIP

Pilot is one of the original townships organized in 1851. Nearly all the land is prairie and some of the finest land in Illinois is found in this township. There was some timber on the eastern side along the Middle Fork, though not much extended into Pilot Township, and there was a small grove near the center of the township known as Pilot Grove. It was called Pilot on account of its peculiar situation which made of it a sort of a guide or landmark for the explorers of the prairie. The township derived its name from this grove.

The first parts of this township that attracted the early settlers were Middle Fork and Pilot Grove on account of the timber at these points. Here as well as elsewhere the early settlers were inclined to keep close to the timbered sections.

James McGee perhaps was the first settler here. He came in 1824 or 1825. There were a number of the McGees came but later moved away. Mr. Griffith was here about the same time but he was in what is now Oakwood Township. In 1827 Morgan Rees and the Juvinalls came here and settled on the Middle Fork. The Juvinall family consisted of the father, John Juvinall, and his sons, Andrew, David, James and John, Jr. They came from Ohio. A family named Morrison settled on the Middle Fork, a little farther up, about the same time. William Trimmell settled in the same neighborhood in 1828. Samuel Bloomfield came to Middle Fork in 1829 or 1830. He had come to the county in 1823 and first located at Quaker's Point. Absolom Collison came here from Ohio in 1828. He was a young man when he came and later married Mary Chenoweth. The Atwoods settled in the eastern part of Pilot Township in 1829. They were from Ohio also. Eli Helmick, who first came to Salt Fork in 1833, came to Pilot Township in 1836. He settled in the eastern part of the township also.

The first settler at Pilot Grove was probably Mr. Allcorn. He was there in 1830. It has been claimed that a Mr. Girard was the first but the weight of evidence seems to indicate that Allcorn was the first.

Robert Butz was the first settler on the prairie in the western part of the township. This was along in the fifties—perhaps 1859. Ephrim B. Tillotson settled in the northwestern part of the township in 1856. The earliest

settler in the northeastern part of the township was a Mr. Knight.

The first school to which the settlers had access was one taught by Morgan Rees just across the line in Blount Township. The early settlers of Pilot were so scattered that it was difficult to maintain a school until some time after the early settlements. However, a school house was built on section twenty, township twenty, range twelve, as early as 1836 or 1837. Ezekiel Lewton taught the first school in this building. There was a school taught in a cabin prior to this by a Mr. Beard in 1834. These schools were of course of the usual primitive kind.

The first religious meetings held in the township were sponsored by the McGees, the father being a minister of a sort of an independent branch of the Christian Church. Stephen Griffith was one of the members. This organization finally disappeared.

A Christian chapel was built on the south edge of the township in 1873. They held meetings in the Craig school house and the Snyder school house in the sixties. Thomas Snyder was the pastor for a number of years. There was also a society of this denomination in the western part of the township which met at Hope school house. These were of the (New Light) Christians. There were also organizations of the Campbellite division of the Christian Church in the northern part of the township and in the southern part.

The United Brethren also had an early organization here—the Olive Branch or Knight's Branch. Abraham Peterson was the first preacher. He came here about 1839 or 1840. This denomination built a church in 1867.

The Methodists were among the first to promulgate their faith in this township. The Morrisons and the Juv-

nalls were Methodists, and they were early arrivals. Rev. McKain preached here first. Early meetings were held in private homes until after the school houses began to be built, when they were held in them. The Pilot Chapel organization met in Collison school house. The church was built in 1871. Rev. David Brewer was the pastor. Later Rev. Eli Helmick, who was a widely known preacher in this county, preached here.

The Methodists built another church in the township, south of "California Ridge" within two miles of the south line, in 1875. This was known as Emberry Church. Meetings were held at what was called Sand Bar school house in 1857.

The village of Collison, population two hundred, is located in Pilot Township.

ROSS TOWNSHIP

Final action was taken by the supervisors on June 13, 1927, by which South Ross Township was created from the southern half of Ross Township. This action was so recent that the history of Ross Township includes both Ross and South Ross.

Ross Township was named in honor of Jacob T. Ross, who owned land in section nine, and who at one time owned a mill on section five, which was known as Ross' mill. The early elections and town meetings were held in this mill which was built about 1838 by Mr. Clawson. At first it was a sawmill but shortly after it was built a grist mill was added. Ross had an interest in the mill when it was built and in 1851 became the sole owner.

The first permanent white settlers in Ross Township were probably the Davisons and the Grundys. Mr. Horr

and Mr. Liggett came about the same time. Andrew Davison came here from Franklin County, Ohio, with his wife and family in 1828 and took up land in section thirteen. There were seven children in the Davison family, viz.: James, Robert, Sally, Jane, Susan, Betty and Polly. Two of these were married when they came here, James and Mrs. Joseph Grundy. A short time after the arrival of the Davison family Joseph Kerr came here. He married on of the Davison girls.

Joseph Grundy, who came here with the Davison family, was a son of Jacob Grundy. Jacob Grundy was a Pennsylvanian and when a young man moved from his native state to Chillicothe, Ohio. He was a soldier in the Revolutionary War. He came here in 1830 with two sons, William and Thomas, and a daughter, Mrs. Abram Woods. Another son, Jacob, Jr., came here a few years later, but remained only a short time, when he went to Missouri. Jacob Grundy, Sr., died here in 1842. His wife had died before the family came to Illinois. The members of the Grundy family were prominent in the early day affairs of the county.

John Demorest came to Ross Township from Shawnee Prairie, Indiana, in 1828, with his three daughters. His wife died in Indiana. He entered land in sections six and one and owned about four hundred acres. He was a local preacher and did much good work in the cause of Christianity in the new country. He and Daniel Fairchild worked together in the ministry.

Alvan Gilbert was prominent in the early day affairs of Ross Township. His father, Samuel Gilbert, with two brothers, came from Ontario County, New York, and settled at Danville in 1826. They established a ferry at Danville and built a mill. In 1832 Alvan Gilbert married a

daughter of Robert Horr and bought an interest in the Horr farm, which was located on section twenty-five, where the Chicago road, now the Dixie Highway, crosses the North Fork. Soon after he sold this place to his father and in 1839 bought the Liggett farm at Rossville. He was active in public affairs and served in the State Legislature. John Liggett, after whom Liggett's Grove was named, settled on section eleven about 1829. He died in 1838. Thomas McKibbin settled on section thirty-two with his father in 1830. He afterwards lived in other parts of the county. He served in the Blackhawk War and was the first deputy sheriff of the county. He afterwards served two terms as sheriff and it was one of his chief delights to hunt horse thieves. He was a very efficient officer.

Oliver Prickett came from Brown County, Ohio, in 1832, and settled near where Rossville now stands. About this time Chicago began to be the trading point for this section of the country. Instead of sending their produce down the river on flat boats to market, the settlers began to haul their produce and everything they had to sell to Chicago. They likewise looked to Chicago for everything they wanted to buy. They even began to buy salt, made in Syracuse, New York, instead of the Vermilion County product.

Albert Comstock entered land in section twenty-five in 1837. A. J. Millis took up land three miles east of Rossville, in 1834. He owned about six hundred acres and lived on it until his death in 1871. Willard Brown came from New York and took up a farm a little southeast of Alvin in 1835 and remained there until he died in 1878. L. M. Thompson entered land southeast of Rossville. Abram Mann came in 1836. He was a native of England and had lived about a year in Herkimer County, New York,



VIEW OF BUSINESS SECTION, ROSSVILLE, ILL.



CITY HALL, ROSSVILLE, ILL.

before coming here. He was wealthy and noted for his liberality. John Ray came here in 1835. B. C. Green came from Ontario County, New York, in 1840.

In those early pioneer days game was plentiful in this section. Prairie chickens were everywhere. Wild geese were plentiful in the Spring and Fall. There were not many deer but wolves were prowling around night and day. Sheep could hardly be protected from them.

Farmers used to drive their hogs to Chicago to market, the trip taking about ten days.

The pioneers of Ross Township, not unlike other settlements in Vermilion County, manifested early interest in religious organization. Rev. Enoch Kingsbury was, no doubt, the pioneer Presbyterian minister in Ross Township. He was engaged in preaching in the county almost from the date of the first settlement. He organized a church at Rossville in 1850. The organization took place at Mr. Gilbert's house, where services were held from time to time until the Odd Fellows Hall was built, after which services of various denominations were held. Rev. Kingsbury's long and faithful services terminated in 1868, when he was succeeded by Rev. W. N. Steel, who served for a number of years. Rev. John H. Dillingham served as pastor later. A new church was built in the course of time.

The Methodists were active in the early church organization of the township. Methodists were largely in the majority among the early preachers of the gospel here as well as in most other localities of the county. Meetings were first held in the cabins of the pioneers and later in the school houses, as they were built, and soon churches were built in various communities. Rev. John Demorest was one of the first local preachers here. He and Daniel

Fairchild went over the country assisting traveling preachers.

Samuel Gilbert's house, near where Mann's Chapel was afterwards built, was one of the earliest homes where services were held. After this meetings were held in school houses until churches were built. Early preachers in the township were the Munsells, W. T. Moore, Elliott, Crane, and Bradshaw. Other later preachers were Messrs. Muirhead, Horr, Huckstip, Lyon and Edward Rutledge.

Several families belonging to the United Brethren Church settled in the western part of Ross Township about 1848. They organized a class and Rev. Joel Cougill, a member of the Upper Wabash Conference, was appointed there in 1851. In 1873 a church was built there. A little later a church was formed at Rossville, and this with Hoopeston formed the Rossville Circuit.

Besides Rossville, which is located in Ross Township, there are two villages in South Ross Township. Alvin has a population of three hundred and eighty-six and Henning has three hundred and forty-seven inhabitants.

Rossville is located in Ross Township on the north line of the township, and takes its name from the township which was named for Jacob T. Ross, an early settler here.

The corporate limits of Rossville includes what was known in the early days as Liggett's Grove on the south, and Bicknell's Point on the north.

The first settler here was John Liggett, after whom Liggett's Grove was named. Rossville was known as Bicknell's Point for a time and later, for some unknown reason, was given the nickname of "Henpeck." The development of the new settlement was not very rapid for a number of years. The building of the LaFayette, Bloomington and Muncie Railroad through the next northern tier townships

instead of following, as seemed likely the old traveled road, was a setback to this settlement. However, as the tide of immigration consequent upon railroad building from 1851 to 1855, the prairies around what is now Rossville became pretty well settled up. It began to appear evident that this would be a good trading point and Samuel Frazier, of Danville, established a store here in 1856. He remained here four years. The financial depression of 1857, closely followed by the Civil War, had a depressing effect on the prospects of the place. Several business ventures were tried during that period, but it seemed that success was almost impossible.

The postoffice, known as North Fork, was established at Gilbert's, near Mann's Chapel, in 1839. In 1853 it was removed here and Alvan Gilbert was appointed postmaster. It continued to bear the name, North Fork, until Rossville was laid out when the name Rossville was given the postoffice.

In 1857, Thomas Armstrong and the North Fork Odd Fellows Lodge built a two-story frame store building at the intersection of the cross-roads, which later became the two principal streets of the town. The building was a joint enterprise. The Odd Fellows owned the upper story of the building. This room was, for many years, the only "public hall" in Rossville. Lodges and societies held their meetings here. Religious meetings of the various denominations were held here, as well as all public gatherings for one purpose or another. The Odd Fellows and Mr. Armstrong surely made an important contribution to a pioneer community center in Rossville. The store room on the first floor, as soon as built, was occupied by Whitcomb and Upp, who carried on a general mercantile business. Two years later it was occupied by W. R. Gessie as a general store

with William Mann as manager. After awhile this business was closed up and the goods shipped back to Ohio.

In 1862 W. J. Henderson came here and opened a store. He was a progressive and enterprising business man and perhaps did more to put Rossville on the map than any other man, with the possible exception of Alvan Gilbert. In 1864, Henderson built a frame store building and later a large brick building. He was interested in a number of enterprises, including farming, keeping hotel, the mercantile business, and looking after the general welfare and advancement of Rossville.

In 1859 Gideon Davis built a hotel, which he conducted for a time, when he sold it to John Smith, who later sold it to Dr. M. T. Livingood. In 1873 the Doctor built an addition to the building and for years it was famous in this part of the country as a very good hotel. In 1862 Alvan Gilbert erected another store on the north side of the Odd Fellows building. It was occupied by Short Brothers, of Danville, for two years. Jonas Sloat opened a blacksmith shop in Rossville in 1857.

Alvan Gilbert and Joseph Satterthwait laid out and recorded the original town of Rossville about 1857. It contained only four blocks at the intersection of what was known as the Chicago and Attica roads, and the two principal streets of the town were named the same as these roads. Gilbert and Satterthwait laid out and recorded an addition in 1862. This addition completely surrounded their original plat. Gilbert later laid out another addition east of this, and contained seventeen blocks. W. T. and W. H. Livingood laid out an addition of eighteen blocks east of the original town. W. J. Henderson laid out an addition of nine blocks north of this and Gilbert laid out a third addition south of the former.

The village of Rossville was incorporated under the general incorporation act in July, 1872. At an election held July 27, 1872, the incorporation was carried by a vote of fifty-three to fifteen. On August 24, 1872, an election was held for six trustees, clerk and police magistrate. The following were elected trustees: R. E. Purviance, Isaac B. Warner, W. C. Tuttle, William Laidlow, W. F. Lefevre and Ira Green. B. F. Duly was elected clerk and J. W. McTaggart, police magistrate. These officers put the village in successful operation.

A two-story brick school house was built in 1868 and Rossville has always had excellent schools. Improvements in new school building and the high standard of their schools are matters in which the town takes just pride.

A Methodist Church was built in 1869.

The first Presbyterian Church was built the same year.

All the principal lodges and fraternal orders are well represented here.

Rossville is a substantial town and all the various commercial interests are represented by progressive business men.

The population of Rossville according to the last official census is one thousand five hundred and eighty-eight, although the town has had a substantial growth since that time and the population, no doubt, is considerably more at this writing.

CHAPTER XV

TOWNSHIPS AND VILLAGES—*Continued*

VANCE TOWNSHIP — BLOUNT TOWNSHIP — GRANT TOWNSHIP — BUTLER TOWNSHIP — SIDELL TOWNSHIP — OAKWOOD TOWNSHIP — JAMAICA TOWNSHIP—LOVE TOWNSHIP—McKINDREE TOWNSHIP—SOUTH ROSS TOWNSHIP.

VANCE TOWNSHIP

Vance was one of the original townships organized in 1851. It was named in honor of John W. Vance, who was an early settler in this part of the county and prominent in the development of the "Vermilion Salines." He served as a member of the State Legislature from this county. He was a native of Ohio and his brother served as governor of that state.

Thomas Osborne was the first settler in what is now Vance Township. He settled on section thirty-two in 1825. Here he built a little log cabin about two miles northwest of Fairmount. He did not do very much clearing and farming, but spent most of his time in fishing and hunting, which was by far the most profitable business at that time and place. The skins and furs of a winter spent in hunting were much more valuable and more marketable than a corn crop. Osborne did not remain here long after game began to get scarce, but went on farther west seeking

more promising hunting grounds. Rowell and Gazad had cabins near Osborne's but they were "squatters" and soon drifted elsewhere. James Elliot, James French and Samuel Beaver came here a year or two later. William Davis came soon after them and bought their claims and they went on west. Beaver was a tanner and kept and operated a small tanyard. Henry Hunt took up a claim on section thirty-three just north of Fairmount in 1828. The same year William Stewart took up land near by. He died in 1833 and his was the second grave in the Dougherty graveyard. Thomas Redmond and Joseph Yount came here from Ohio in 1828 and took up claims in section three. They spent the remainder of their lives here. James Smith settled on section two in 1829. W. H. Lee settled a little farther east the same year, and William Hardin settled nearby about the same time. So far as is known, these early settlers were all from Ohio. William O'Neil came here in 1829 and three years later sold to Francis Dougherty and moved farther north. His place was on section thirty-four just northeast of Fairmount. W. Fielder settled near there in 1830 and W. H. Butler settled on the same section. He afterwards moved to Catlin Township. James Buoy bought his place. William Reynolds had a claim on section twenty-seven and he afterwards went to Catlin, also. He was a prominent local preacher of the Methodist Church. Nicholas Van Duzen also settled on section twenty-seven in 1832. In 1831 Aaron Dalby came here and took up land. Harvey Stearns took up a claim on section five in 1832.

Fairmount is the only village in Vance Township. It has a population of eight hundred and seventy, and is on the Wabash Railroad.

BLOUNT TOWNSHIP

Blount Township was formed from Newell and Pilot Townships in 1856, five years after township organization was established. It was at first called Fremont but the name was shortly afterward changed to Blount, who had been an early settler there but had moved away.

The Indians were still here along the banks of the Middle Fork when the early white settlers came. For four or five years they were here irregularly, remaining a part of the year near a famous spring which attracted their attention. It was located on section eight. They always appeared friendly and caused their white neighbors no trouble. At this time the Indians were not permanently located here but spent a portion of their time here while getting ready to move across the Mississippi to reservations farther west. They numbered about fifteen hundred at that time.

The first settler here was Samuel Copeland. He came in 1828, locating on section fourteen, where he built a log house. The early settlers here came principally from Ohio, Indiana and Kentucky. Ware Lang, Amos Howard, Mr. Shakey and Mr. Priest were early settlers here. Ezekiel Knox was also here early.

The first school house built in the township was in 1830. It was a log house and stood a half mile east of Copeland's place. The house was built by the people of the neighborhood, as there was no public school system then in existence. John Skinner was the first teacher. In 1833 the settlement around Copeland's had extended so far west that a frame school house was built on the road a half mile west of Copeland's home. John Higgins and John Stipp taught here.

Rev. McKain was the first preacher to hold meetings in the township. He held services at the home of John Johns in 1829.

In 1828 the Fairchild family came here. They settled about two miles northwest of Copeland in what later became known as the Fairchild neighborhood. The family consisted of Daniel Fairchild and his five sons and one daughter. The father was quite old and did not live long after coming here. One of the sons, Daniel, Jr., became a Methodist minister and preached in this part of the country for many years.

Morgan Rees came from Pennsylvania to Indiana with his father in 1818. The father, John Rees, died there and in 1827 Morgan came to this country. He served in the Blackhawk War in Captain Thomas' company. He helped bury the fourteen persons who were killed by the Indians fifteen miles above Ottawa on Indian Creek. They had been dead eight days and had been shockingly mutilated and hacked to pieces. Mr. Rees moved to Blount Township in 1836. At that time Wallace Sperry, James Smalley, William Smalley, Freeman Smalley and Enoch Oxley were all living within a radius of two miles from Higginsville. Two miles farther on was the Fairchild neighborhood and east of that the Copeland neighborhood, where Samuel Copeland, Johns, Truax, Humphrey, Cosat and others lived. The Howard and Luman neighborhoods were in the southern part of the township. In 1834 and 1835 a large number of people, probably twenty-five families, sold out and went to Wisconsin. The lead mines were just beginning to attract attention there. Among those who went was Mr. Blount, after whom the township was named.

Morgan Rees served as constable in this county for twenty-one years and had much experience hunting horse

thieves and such bad men as the early times afforded. This was before robbery was carried on with such high power and splendor as it is today. Rees also taught the first school in this part of the township. It was in a little cabin southeast of Higginsville, which had been abandoned by its builder. As no certificate was required and no rent to pay, Rees conceived the idea of making the vacant cabin a seat of learning. He circulated a subscription and for the first quarter obtained eighteen pupils and the second quarter he had twenty. He charged two dollars and fifty cents each quarter per pupil and made about ten dollars a month and boarded himself. The furnishings of the school house were very crude, even for those days, their benches being made out of slabs and rails and no blackboard. Each scholar had a different kind of text book, there being no two alike. The scholars studied out loud, and the one who made the most noise was supposed to be making the most progress. Rees afterwards said that he had never heard, nor thought of such a thing as a regular schedule for classes, but that he thought it might be a good thing. Such was the beginning of some things. John Smalley, one of the pupils at Rees' school, became a minister which only goes to show that if a boy is determined to make something of himself he can't be stopped.

A man named Thomas Wyatt lived down near Decatur and used to come up in this section of the country and trade with the Indians. Whiskey was his legal tender and he used to trade on the basis of one quart for a pony. He frequently got hold of a dozen ponies in this way or by stealing them outright. On one of his commercial voyages here he buried a jug of whisky on the hillside on Butt's land and expected to return and convert it into ponies, but before he got around to it he was caught, tried

and convicted for horse stealing. He was sentenced to be whipped, which was a penalty sometimes resorted to in those early days, owing to the scarcity of prisons. It is stated that he died, but whether or not as a result of the penalty inflicted we are unable to ascertain. Later Mr. Rees found the jug of whisky where it had been secreted and some of those present pronounced it a "very superior article."

In 1832 Mr. Oxley built a tannery east of Higginsville. It was quite an extensive plant for the times, having eighteen vats and used oak bark. Mr. Oxley tanned all kinds of hides and found a market for his leather in every little shoe shop around the country. Rees was also interested in it for a time and John Hilliard also operated it.

Amando D. Higgins and Marcus C. Stearns entered land on section thirty-six in 1836, and bought some land on section twenty-five. They laid the land out in town lots, platting and recording it in 1837 and called it "Vermilion Rapids." This was one of the many speculative projects of the early days which fell flat. This locality later became known as Higginsville. Naffer and Smalley built a saw-mill about a mile northeast of here in 1832. A grist mill was afterwards added to it. It was operated until about 1860. Henry Harbaugh came here from Cincinnati in 1836 and opened a blacksmith shop and was blacksmithing here for nearly a half a century. Cyrus Crawford settled here in 1836. Peter Cosat came here in 1830 and settled on section eleven. William White took up land here in 1831. John Johns came here from Kentucky in 1829 and settled in the Copeland neighborhood. Peter Cosat came here in 1830 and settled on section eleven, and his brother, David, came in 1834 and took up land near him in the timber. William White came in 1831 and settled near

Copeland's place. John Johns, from Kentucky, came in 1829 and also settled in the Copeland neighborhood. It was at his house that the first preaching was held. His brothers-in-law, Benjamin Stewart and John Mills, and his father-in-law, Mr. Humphrey, came to this locality a few years later.

In 1835 John Rickart came here from Ohio. He lived on section fourteen and served as justice of the peace for several years. He was an influential man and instrumental in getting the township created. Alvin Gilbert succeeded in having the new township named Fremont, in honor of the then new Republican party candidate for president. Rickart was a Democrat and would not have his new township named after the Abolition candidate for president. He wanted it named Blount and Blount it is. His reasons for selecting Blount were that Blount was an uncommon name, that Abram Blount was an early settler in the township, that he was a good man and one of the earliest preachers living in the township and was not an Abolitionist.

Abram Blount came here in 1830 and took up land in section twenty-eight. He was a powerful man and a great hunter. He had the best gun in the township. It weighed eighteen pounds—about the weight of a Chicago machine gun in this refined age. He was a preacher in the Christian Church, a good neighbor and an excellent citizen. He had bad luck with his stock and lost several horses with some sort of malady and became dissatisfied and moved away. This was before the township was organized.

J. B. Cline came here from Kentucky in 1829. Jacob Grimes came in 1832. William Canady came from Kentucky in 1828. Jacob Dyserd came to Blount about 1830. William Lane came in 1836 and took up land on section

thirty-two. The Nebiker family were here early but went from here to Nauvoo to join the Mormons. I. R. Gritton came here from Kentucky in 1840 and bought land. One of his first acts after coming was the selection and planting of an excellent orchard. Gritton's orchard was known far and wide as one of the best in this part of the country. He was an expert in caring for an orchard, and one of the few among the early settlers. Isaac Smith came from Ohio in 1838 and entered land on section thirty-two.

The Smalley family, the names of whom frequently appears in this volume as among the very first in the north-western part of the town, exerted a very beneficial influence as leaders in religious and educational affairs. In and around Higginsville these old pioneers upheld the doctrines of the Baptist belief. The old First Baptist Church was formed at Freeman Smalley's house about 1834. In 1837 a church was built at Higginsville. Besides Elder Smalley, Elder Bartlett Dowell Crede Herron (all one name), the Blankenships, and others used to preach here. The Baptists also organized a church in the southern part of the township in 1848 on land donated for that purpose by James Pentecast. Under the terms of donation, other Christian churches were permitted to use the building when not wanted by the Baptists.

About 1834 the Christian Church was organized here by pioneer preachers of that denomination. Samuel Swisher, Samuel Bloomfield and James Magee were the first officers. Solomon McKinney, Doctor Hall, Mr. Blount and Mr. Mapes, early held services around from house to house—usually at Mr. Swisher's and Mr. Peters' houses.

The first public religious services ever held in what is now Blount Township was held at the house of John Johns in 1829, the facts of which are related in the story of Middle

Fork Township, elsewhere in this volume. The Fairchild Church was built in 1849. The Luman Church was built in 1858.

The southeastern corner of Blount Township adjoins the city of Danville. There are no villages of importance in the township.

GRANT TOWNSHIP

Grant Township is located in the northeastern corner of the county and is the largest township in the county. It was created in 1862, being taken from Ross Township. It was named in honor of Gen. Ulysses S. Grant.

This township was all prairie and formed the great "treeless divide" between the headwaters of the Vermilion and the Iroquois. There were, however, a few acres of timber near the center of its southern line. This became known as Bicknell's Point.

As late as 1860 very little of this broad expanse of prairie land had been brought under cultivation, although the great highway of travel from the south to Chicago ran directly across its center for twenty-five years before that time. Even as late as 1872 when the railroad was built across the township, very few cultivated farms were intersected. This great prairie from Bicknell's Point to the north was the dread of the early settler when he became benighted on his return from Chicago after a ten-days trip there to market. The dark, stormy winter nights carried terror to many a pioneer household in Vermilion County when it was feared that the father, husband or son was trying to find his way home over the treeless waste of the great divide.

As early as 1835 George and William Bicknell took up land in the timber which became known as Bicknell's Point. This was on the Chicago highway. Asel Gilbert entered a quarter section of land south of Bicknell's Point about 1838. Oliver Prickett, who came from Brown County, Ohio, to Danville in 1832, later settled in the vicinity of Rossville. Albert Comstock came in 1837. He lived near Bicknell's Point. James R. Stewart settled on the Chicago road south of the Point. Stewart was at one time postmaster of North Fork postoffice before the name was changed to Rossville.

Col. Abel Woolverton, one of the best known of the early settlers in this township, settled on section eighteen, two miles northeast of Bicknell's Point in 1849. He was probably the first settler out on the prairie. He came from Perrysville, Indiana, and had served in the Blackhawk War. He was a competent surveyor and did considerable surveying in this part of the country. He died in 1865. Churchill Boardman settled here in 1845 and Captain McKibben, who was prominent in early day affairs, lived for a time in the same neighborhood. Charles Leighton settled here between 1845 and 1847. Charles Wier, Robert Crane and Robert Davison were early settlers. Robert Anderson and Mr. Glover came here about 1848.

James Holmes was an early settler, coming from Kentucky. He was elected justice of the peace in 1846, before township organization was effected.

The northeastern part of the county was practically uncultivated prairie until after the railroad was built. William Allen was the pioneer settler in the northern part of the township. He came from Ohio in 1844 and taught school three miles south of Danville in the Jones neighborhood. He afterwards taught in Newell. He then lived in

Danville and practiced law for a time and also served as assistant to W. D. Palmer, county superintendent. In May, 1850, he took up a farm on the prairie northwest of Hoopeston. The county line was the northwestern boundary of his farm.

Thomas Hoopes, for whom Hoopeston was named, bought land in the vicinity of the present Hoopeston in 1853 and came here in 1855 and commenced making some improvements. He specialized in raising sheep. Mr. Hoopes was born in Chester County, Pennsylvania, where he grew to manhood. He went to Harrison County, Ohio, lived in Marion, Ohio, for a time and after buying land here came to make his home here, and spent the remainder of his life here.

The city of Hoopeston is located in the northern part of Grant Township, population five thousand four hundred and fifty-one; Cheneyville, in the northern part of the township, has a population of one hundred and twenty.

BUTLER TOWNSHIP

Butler Township is located in the northwestern corner of Vermilion County. It was organized in 1864 and named in honor of Gen. Benjamin F. Butler of Civil War fame. The settlement of this part of Vermilion County seems to have been delayed for some reason, or rather for no reason at all. The land was originally entirely prairie, and, although embracing some of the finest farm land in the county scarcely any of it came under cultivation before 1855.

Probably the first farming was done here in 1854. In that year J. H. Swartz and several neighbors came from Ohio and entered land here. Mr. Schwartz entered land

on section thirty, Mr. Yates on section nineteen; Phoebe Bennett on section thirty; and Mr. Bennett on section twenty-nine. Lewis John, a son-in-law of Mr. Schwartz, settled on section twenty in 1859. The hard times of 1857 coming soon after the first settlers located in this township worked a very severe hardship on nearly all of them. Corn became the principal article of food. There was no money. All the paper currency of the west was based upon the faith the people had in bankers, many of which were foreign to the state or were myths. The various kinds of bank bills would be taken at par one day and refused at a heavy discount the next. The currency of the country was in fearful shape. Bank note detectors were consulted by every business man whenever he received money, to try to discover whether it was safe to take. Gold and silver was about the only standard money, but there was neither gold nor silver.

In 1855 Daniel Stamp came here from New York and bought land in section fourteen. Fred Stamp settled on section fifteen about the same time. James Dixon settled on section eleven. John Jones improved a farm just north of Schwartz's place. Caleb T. Beals came in 1856 and took land on section three. John Dapps started farming on section fifteen in 1855. David Dapps was with him. The Dapps brothers were pioneers of the Methodist faith here and the first Methodist class was formed at the home of Eli Dapps, another brother who lived across the line in Ford County.

Another early settler here was J. W. Shannon who came in 1855 and took up land in section thirty-five. About the same time Mr. Clark settled on section fourteen, C. McCune came from Ohio and settled on section seven in 1857. William I. Allen, a Grant Township pioneer, pur-

chased land north of East Lynn in 1855 and had it improved. Ruffin Clark came from Indiana in 1856 and settled in section twenty-eight. He was a progressive citizen and took a keen interest in schools. He died in 1869. George Mains settled on section twenty-one in 1856. Daniel S. French settled on the same section in 1857. Jacob Swisher settled on section twelve (22-13) in 1855. Jesse Piles came here about the same time and settled on section ten (22-14) in the extreme southwestern part of the township. Jonathan Dane came here in 1856 and settled on section 15 (23-14). John Pursley came in 1857. He bought half of section eleven, near Rankin. When the Civil War broke out he enlisted and died in the service.

The nearest mill for a time was at Myersville until Persons purchased and refitted the Ross Mill. The nearest trading point was at a place called Loda, twelve miles north, which was a famous point for trade for all this country until the distillery burned and the building of the railroad drew merchants away from there, and the town vanished as far as its importance was concerned.

The settlers here in the early days did not raise many cattle for some reason. They all tried wheat for a time, until continued failures used up all they had kept for seed without any return. Corn and hogs were the staple products. Hogs almost always brought a paying price, and there was no cholera at that time. Flax was raised some. Land was worth from two dollars and a half to five dollars an acre.

As late as 1857 there were a great many deer here. Wolves were as thick as rabbits as late as 1858. Of a flock of sheep which had gotten away from a man in the northern part of the township eighty were killed in one night by wolves. There were lots of badgers, rattlesnakes

were everywhere. They were so plentiful that on a single farm a hundred were killed in one season. They were dangerous neighbors. They seem as adverse to civilization as any of the wild animals. As soon as the prairie grass was plowed or cultivated they disappeared. Scarcely any of them have been seen here since 1870. Prairie chickens were very plentiful. Sandhill cranes were numerous as they nested here in the ponds.

The first Methodist class was organized at the house of Eli Dapps in 1855. C. Atkinson was the preacher in charge.

Wallace Chapel at Blue Glass and the old log house, called Partlow's Church, were the only churches in all this section of the country. They belonged to the Danville circuit and Mr. Elliott was the presiding elder. After him W. H. T. Moore was presiding elder. The society at East Lynn was formed in 1869 and a church was built in 1875.

A Christian church, known as Prairie Chapel was built near Swishers in 1861. Elder Rawley Martin preached there, as he did all over the country. He was the pioneer preacher of this denomination. Jacob Swisher was one of the most influential members and was instrumental in having the church built near his residence.

A United Brethren church was organized about 1878 by Mr. Zigler, and Mr. Scott was the first preacher.

Rankin with a population of nine hundred and forty-four, and East Lynn, population, three hundred and fifty, are located in the northern part of the township. Reilly is a small station of the Chicago and Eastern Illinois Railroad.

SIDELL TOWNSHIP

Sidell Township is located in the southwestern part of the county. It was a part of Carroll Township until 1867 when it was organized and given the name Sidell, in honor of Hon. John Sidell, who owned a large farm here.

This township was originally all prairie except a few small groves, aggregating less than two square miles. For this reason it failed to attract much attention during the first twenty-five years of the county's history. The little groves had been taken but the broad expanse of prairie remained unsettled. This stretch of prairie was noted in the early days for the millions of flies found there at certain seasons. During the month of August people found it necessary to travel by night to save their horses from being almost eaten alive by these pests. This condition was frequently found on the unbroken prairie in the early days.

It was not until 1855 to 1860 that anything like general cultivation can be said to have taken place in what is now Sidell Township, although there were a few scattered residents there prior to 1850. In 1853 Michael Sullivant began making large entries of land in this and adjoining counties. He entered forty-seven thousand acres lying in one body in Sidell Township and in Champaign County. About the same time he entered fifty thousand acres in Ford and Livingston counties. After Mr. Sullivant had brought his land in Champaign County under cultivation he sold it. He then turned his attention to cultivating his vast holdings in Ford and Livingston counties. No part of his land was leased. He depended upon operating it with hired help and raising grain for market.

That portion of the Sullivant land in Sidell Township came into possession of his son, Joseph. His plan of op-

erating was different from his father's. He engaged extensively in cattle raising and feeding. He bought cattle from the ranges in Texas, and the Indian nation and shipped them here for feeding. He prospered for a time but on account of a contagious disease among cattle known as "Texas fever" and restrictive legislation governing transportation of cattle and consequent litigation arising from it, Mr. Sullivant, in common with many other big cattlemen of the state met with great financial loss.

There were only a few straggling settlers here before the advent of Mr. Sullivant. A man named Boose who was a hunter of game and places lived at Jacksons Grove in 1828, but was soon on his way to some place else. Bob Cruisan lived at Sidell's Grove in 1830 but only remained a year or two. Hammer and Myers were first at Jackson's Grove but Thomas Brewer entered the land where they were "squatters" and they moved on into the wide open space of somewhere.

Josephus Collett, of Indiana, entered the land including the small groves along the Little Vermilion in 1844, knowing that this land would be in demand by permanent settlers. These tracts entered by him included Sidell Grove, Jackson Grove, Garrett Grove, Rowan Grove and probably Twin Grove. Frank Foss is given credit for making the first permanent improvement in this township in 1851. When he settled there his nearest neighbor was four miles away. He built a house on his place and after living there a few years traded it to Edward Rowan and moved to Indiana. A man named Tole came here shortly after Foss. and started to farm at Garrett's Grove. He remained only a season or two when he resumed his journey to some other haven of disappointment.

In 1852 John Stark came here with a large family and took up land on section twenty-nine. He was an enterprising and successful farmer and much respected. He died on his farm in this township. William Gray came in 1858 and settled on section thirty. Archabald McDowell came here in 1855 and lived on section thirty-three. W. H. Sconce came here with his father in 1858.

Hon. John Sidell, after whom the township was named, came here from Ohio in 1861. He commenced life as a carpenter in Ohio and had considerable means when he arrived. He became the owner of a beautiful farm of about three thousand acres along the Little Vermilion, and he owned several thousand acres besides this. In 1873 he sold some of his land for one hundred and fifteen thousand dollars, and after that, he carried on, perhaps, the largest cattle business in Vermilion County.

Church organization did not seem to get an early start in Sidell. The Sidell appointment of the Methodist Church was organized in 1870.

The Cumberland Presbyterians organized at Sheridan School House in 1875 by Rev. H. H. Ashmore.

The Methodist Episcopal "No. 9," so called from being organized in school district No. 9, was organized in 1866 by Rev. Benjamin F. Newman. The leading members were James Currant, William Ray, Thomas Gibson, John Talbert, James Thomas and Mr. Welch.

Sidell and Allerton are located on the Chicago & Eastern Illinois Railroad in this township. The former has a population of eight hundred and the latter three hundred and seventy-one. Hastings is another station on the same railroad.

OAKWOOD TOWNSHIP

Oakwood was created as a separate township in 1868. The territory comprising this township was taken from Pilot, Vance and Catlin townships. It was named in honor of Henry Oakwood, a pioneer settler in this part of the county.

The early settlement of this township was made in connection with the discovery and manufacturing of salt. This no doubt was the first settlement in the county. Capt. Truman Blackman with a party consisting of his brother, Remember Blackman, George Beckwith, Seymour Treat, Peter Allen and Francis Whitcomb, arrived here at the saline springs on October 31, 1819. After some experiments to satisfy themselves that they had found salt, Beckwith and Whitcomb were left in charge, to hold possession against the intrusion of other explorers, and go on developing the saline waters while the others returned to Fort Harrison and procured a team, tools and provisions, with a view of future operations. In the latter part of November, 1819, Treat returned, coming up the Wabash and Vermilion rivers in a pirogue with tools, provisions, and his wife and children. With the assistance of Beckwith and Whitcomb, a cabin was quickly erected and Treat and his family took possession. This was the first settlement within the borders of what is now Vermilion County. Treat's family suffered all the privations and hardships incident to pioneer life. Their nearest neighbors were forty miles away at North Arm Prairie. A year later Treat, writing to the governor, says: "That his family had remained on the ground ever since their arrival, except one who had fallen a victim to the sufferings and privations which they have had to endure in a situation so remote



ENTRANCE TO MEMORIAL BRIDGE, DANVILLE



Y. M. C. A. BUILDING, DANVILLE, ILL.

from a settled country, without the means of procuring the ordinary comforts of life.”

There was considerable conflict of claims between the parties or their assignees, who discovered the saline springs and started operations, that were not adjusted until December 13, 1822, when the differences were settled before Governor Bond at Vandalia, in an agreement which defined the shares of each. After that the output of salt was increased and in 1824 John W. Vance obtained possession and began the manufacturing of salt on a large scale.

Mr. Bailey settled on Stony Creek in 1821 or 1822, on section sixteen. He sold out to Harvey Ludington. Stony Creek was called Ludington's Branch for a long time. Mr. Walker was the next settler. He went a little farther up Stony Creek to build his cabin. The settlements along Salt Creek on the south side of the township were first. The next settler who came after those already mentioned, built a water mill on the Salt Fork. This mill was in operation as early as 1826, and perhaps a year prior to that time. In 1826 Nathaniel Mead from Hartford, Connecticut, on a "prospecting trip," bought land. After a short stay here he went to Indiana, but returned in 1835, and spent the remainder of his life here. He lived to an advanced age. He was born in 1800. William Smith opened up a farm here in 1830. He took a prominent part in the early affairs of this section. Mr. Lander and Mr. Shearer came about the same time. Mr. Pogue settled farther west near the county line. Mr. Brewer and Stephen Crane were also early settlers, and Thomas W. and John I. Deakin came here in 1835. On the west side of Stony Creek Wm. Wright was an early settler. In 1832 Aaron Dalby came over from the south side of Salt Fork and settled on a farm one mile

south of Muncie. He was a millwright and built the second mill on Salt Fork. John Shepherd, who came in 1836, was the proprietor, but Mr. Dalby was the architect and builder.

A little farther up Stony Creek we find John McCarty in 1836. Beyond him and later we find Harrison and Seneca Stearns. They came here later in the year of 1836. Harvard and Cast came in 1838.

James Norris, Henry Oakwood, and Mr. Roland made the first settlements in what was called the Oakwood neighborhood in 1833.

Henry Oakwood, after whom the township was named, remained here until his death. He took a prominent part in local affairs and his life's work was identified with the best interests of the community. Mr. Hubbard also came in 1833 and was prominent in early day affairs. Henry Sallee came here in 1834. He was a young man when he came here and married a daughter of Henry Oakwood.

Quite extensive settlement was made up the Middle Fork about the time the salt works began to be operated. There were quite a good many so called "squatters" who settled in the timber, but most of them were of the class that drifted from one place to another and finally ended in no place, so far as is known.

Jesse Ventres and James Howell came to this neighborhood about 1827. They were from Kentucky. Abraham W. Rutledge came here about 1832. Henry Griffith settled here in 1826 or 1827. He was prominent in early day affairs and spent his life here. A Baptist preacher named Richard Gideon, also came about 1826. Thomas Makemson, a Revolutionary soldier, and his sons, Andrew, David, Samuel, John and James came here in 1828. A. W. Brittingham came here from Maryland in 1830. He was a

young man and unmarried. He later married a daughter of Thomas G. Watson.

James Cox, a Kentuckian, settled here in 1828 and remained until his death in 1846. He had two sons, Stephen and William, who also spent their lives in this township. William Craig settled here on land which he entered in 1829.

William Parris claimed to be the first man that ventured out into the prairie to make a settlement in Oakwood Township. He moved from the state road where he had lived since 1834 to the edge of the prairie, northwest of Muncie in 1842. In 1844 he moved out on the prairie a little farther. At that time large tracts of land lay unoccupied and almost unfrequented within the present limits of Oakwood Township. All of the western part of the Township was unsettled and much of it sold afterwards at a very low figure. Such as was denominated swamp land was as low as twelve and a half cents per acre.

The first to settle on the prairie, northwest of where the village of Fithian now stands was James H. Black, in 1856. Even up to that time the average settler would not venture to make his home out on the open prairie, but Black was a venturesome soul and it seems that his vision was better than the average pioneer. He made good on his prairie farm and became very well-to-do. Shortly after this time William M. Rutledge located in the northwest corner of Oakwood Township. He was a son of A. W. Rutledge, who located southeast of New Town in 1832. These pioneers of the prairie enjoyed a remarkable degree of success. They bought their land for a trifle and were not under the necessity of clearing it before they could cultivate. They had many advantages over those who insisted on settling in the timber.

Although the township system of organization was adopted in 1850, Oakwood was not created until March 9, 1868, although a movement had been on for its creation for about six months. The first election was held at Stearns' School House April 7, 1868.

The railroad was built through the township from east to west, in 1870 and 1871. It was then known as the Indianapolis, Bloomington and Western, now a part of the New York Central System. This road opened up splendid shipping facilities much to the advance in land values and produce prices. The oldest wagon road in the township, or in the western part of the county, is the old state road which dates back to the very early settlements in this section.

The first organized church in Oakwood Township, of which we have any positive record was what was called at a later day "Old Bethel." It was a Methodist church and was located about a half mile south of New Town. The first preaching of this denomination was by Revs. Risley, Fox and Colston. Before the church was built meetings were held in private homes. The church was built in 1835 or 1836. It was one of the first houses of worship in the county. People came from remote points in order to get within a church. Twenty miles was not considered a great distance to go in order to attend a quarterly meeting. This old building answered its purpose until 1873 when a new house was built at New Town. Nearly all the Methodist societies in Oakwood township were the outgrowth of the original one at Bethel.

Finley Chapel was built as a union church, but under the supervision of the Christian Church. This was in 1854. Zephaniah Wilkins was the principal man in having the building put up. Later through financial difficul-

ties the Methodists bought it in 1860. At this time the society was organized by Rev. John C. Long, who was the first who preached in the church. The first Methodist preaching west of Stony Creek was probably by Eli Helmick. John C. Long, while on the New Town Circuit, held meetings in the school house above Conkey Town. Revs. Bradshaw and Wallace held meetings there also. A society was formed and kept up until the building of the church at Fithian. Rev. Eli Helmick preached in nearly every neighborhood in the western part of the county. As early as 1830 he traveled all over the county.

The Regular Predestinarian Baptists were active here at an early date. They held the first meetings in the neighborhood of Conkey Town. Meetings were held in a log house and Rhodes Smith was the principal man of influence in the church. He kept a small store on the east side of Stony Creek on the State Road. John Orr was the first Baptist preacher. About 1858 a society was formed farther up the creek near Crab Apple Grove. John Orr organized that and preached there. Later a church was built at Oakwood Station.

The Missionary Baptists established a church on Stony Creek about 1854. This was known as Walker's Point Church. The first preachers were Carter and Blankenship. The building was erected in 1857.

In 1874 Rev. H. H. Gunn organized a society of Christians (New Lights) at the Central School House. He was its first preacher.

The Campbellite division of the Christian Church began holding meetings in the school house north of Conkey Town. William P. Shokey was the minister. The Christians (Campbellites) organized a society at the Gorman School House in 1869, Rev. R. M. Martin was the minister.

There are a number of villages in Oakwood Township. Oakwood, population, five hundred and seventy-three; Fithian, population, four hundred and eighty-two; Muncie, population, two hundred and forty-eight, and Bronson, Glenburn, and Pilot.

JAMAICA TOWNSHIP

Jamaica Township was organized in 1890 and taken from Carroll, Sidell and Vance townships. The early history of these three townships which appears in this volume, relates the story of this sub-division of the county. The only village in the township is Jamaica, which is located near the center and has a population of two hundred and seventeen. It is a station on the Chicago and Eastern Illinois Railroad.

LOVE TOWNSHIP

Love Township was created in 1902. It was taken from Elwood and consists of about the eastern half of Elwood Township as originally organized in 1851. Therefore the early history and settlement of Love Township appears in the history of the mother township—Elwood.

Love Township was named in honor of Judge Love.

The only village in the township is Humrick, which is a railroad station and has a population of one hundred and twenty-three.

MCKINDREE TOWNSHIP

McKindree Township was created in December, 1912. Its territory composes what was formerly about the eastern half of Georgetown Township. The early history of

this locality is treated in the history of Georgetown Township.

There are no villages of importance in this township.

SOUTH ROSS TOWNSHIP

South Ross Township was created from the south half of Ross Township in June, 1927.

CHAPTER XVI

THE VERMILION COUNTY BENCH AND BAR (By Hon. James A. Meeks)

EARLY LAWYERS—FIRST COURT HELD AT BUTLER'S POINT—JAMES O. WATTLES FIRST CIRCUIT COURT JUDGE—OTHER EARLY JUDGES—DAVID DAVIS—INFLUENCE OF ABRAHAM LINCOLN IN THE DANVILLE COURTS—"UNCLE JOE" CANNON—LATER DAY LAWYERS—PRESENT MEMBERS OF THE BAR.

There is not much authentic written history of early Vermilion county lawyers. It is not definitely known who was the first. For a time it was thought that Solomon Banta was the first lawyer in the county, but that is a mistake. The first who acted as attorney in the county, of whom we have any knowledge, was Joseph Sample. He is said to have been seven feet high and was at least mighty in physical strength. He is said to have had entered the first judicial order ever made by any court in the county.

John B. Robinson and Thomas C. Cone seem to have been the first lawyers after Sample. Solomon Banta was admitted to practice along with Moses Cox, Albert H. White and Peleg Spencer at the May term, 1830, on motion of Robinson.

In the twenties, besides those mentioned, were Isaac Pearson, Justin Harlan, James C. Cravens and a man named Strother. James O. Wattles was the first circuit court judge of the fifth judicial circuit. It is still known

as such. His first act was to appoint Amos Williams of Danville, clerk of the court, during the term of his good behavior. John Lycan took the oath as justice of the peace. William Reed qualified as sheriff.

The first grand jurors were Jacob Brazelton, foreman; John Haworth, Henry Canaday, Barnet Star, Robert Dixon, John Cassaday, James McGuire, Alexander McDonald, Henry Johnson, Henry Martin, William Haworth, Robert Trickle, Isaac M. Howard, John Current, John Lamb, Francis Whitcomb, Amos Wooden, Cyrus Douglass, Harvey Ludington, George Beckwith and Jesse Gilbert. Many of these persons are well known as pioneers of the county. This grand jury indicted two persons for assault and battery. The name of the prosecuting attorney is not given. Amos Williams was also appointed judge of probate, recorder and notary public for the county.

The first court was held at Butler's Point at the house of James Butler, near the present site of Catlin, on the 29th day of May, 1826. The next session was at the house of Asa Elliott near by, on May 30, 1826. The next term was in May, 1828, at the house of Amos Williams. This was the first court held in Danville.

The following term convened October 2, 1828, at the house of George Haworth in Danville. The May term, 1829, was at Haworth's house. The October term, 1829, was held at the court house.

The location of what is known as the first court house is somewhat in doubt. Some writers claim it stood at the southwest corner of the Public Square at Vermilion Street, while others claim that it was one of the corners at the intersection of North and Hazel streets.

In 1828 steps were taken for the building of a new court house. It was finally erected in the early thirties.

Not long afterward, the site of our present court house was chosen.

William Wilson succeeded Judge Wattles. He was a member of our Supreme Court, and for some time chief justice. There were three supreme court justices in those days and they did circuit duty throughout the state. Each circuit was of large area. Justin Harlan succeeded Wilson as judge and was followed by John Pearson, who presided over the April term, 1837.

Until 1826, Vermilion County was a part of Edgar, which embraced most of Eastern Illinois. Travel over portions of the territory was difficult. There were no railroads or wagon roads. There were trails recently broken and some of them not well defined. Much of the prairie was swamp and most of the remaining land was heavily timbered. Accommodations were meager.

There were few law books and few legal precedents in the state. There was little law business and few lawyers, and no records of much consequence are left of them. Some of the Vermilion county histories have something to say about early courts but less about early lawyers. Little can be learned of them prior to 1830. Some of them traveled from county seat to county seat on horseback, with saddlebags containing their papers.

They were itinerants, but among them were men of much ability, if not much learning. They shared the hardships of their time. There was little money and business, and when the usual starving period of a lawyer is considered, it can be understood quite easily that the pioneer lawyers did not usually live in affluence.

With few exceptions, no reference will be made to any lawyers now living, not because many of them do not merit consideration, but we are interested chiefly in those who

have their reward. It is impossible to appraise the influence of early lawyers upon the development of our state. Among them were men of rugged character, of great intellectual power and influence.

An adequate history of the outstanding lawyers of Vermilion county would make more than one large volume. Prominent facts are given, in many cases without dates, as the author makes no attempt to arrange a chronology of the span of one hundred years in which lawyers have been more or less conspicuous. There were strong men among them in those early years and they left their stamp upon our history.

Some of them were picturesque, and their characteristics are still matters of tradition. Among them was James C. Cravens, who was prominent in the twenties and thirties. It is not known whence he came. He was described as a man of giant frame, imposing appearance, great force of character, with tremendous persuasive power. His name appears frequently in cases before juries, which he moved by his rustic eloquence. He lived after the manner of his time and was not afraid of a contest, either in or out of court. It is not known what became of him.

The first petit jury of which we have record was that in the case of the People vs. George Swisher, assault and battery, at the May term, 1828, consisting of Nathan Howard, Ezekiel Phillips, Aaron Packer, Johnston Foley, George Hitson, John H. Morgan, Frederick Canaday, Nathaniel Taylor, Adam Sillivent and Zachariah Parhan, and they found the defendant not guilty.

The first divorce case was at the May term, 1827. In that term there were ten criminal cases and they were all for assault and battery, which fact seems to justify the

statement that many of the pioneers of our county were of fighting stock. Among these ten are some prominent names.

Not much is known of the lawyers of the thirties. Beginning in the forties and continuing until 1861 we enter upon a period of unusual interest in respect to those who practiced law in the county. The careers of several lawyers of prominence extend over the later twenties to 1840 and beyond.

Among the most notable was Josiah McRoberts, who came in the latter part of 1831 as receiver of the land office, located here during that year. The first account we have of him as a lawyer is during the April term, 1832. For seven or eight years he was a prominent figure in the courts, appearing in most of the cases. He became United States senator and is the only Danville man who ever represented Illinois in the United States Senate.

Associated with him, first as a law student and later as a practitioner at the same bar was Isaac P. Walker, who went to Wisconsin after some years and was elected United States senator from that state in 1850. McRoberts and Cravens were about the most conspicuous trial lawyers of those times.

Among the first of whom we have much record is John Pearson. He came from New York state to Chicago and Danville early in 1832. The Indians at Chicago were troublesome and he left his family at Fort Dearborn for safety, continuing his trip to Danville by the way of Joliet, following the trails of that day.

He considered Danville more favorable than Chicago and brought his family here. He was a graduate of Princeton. One of his ancestors, Abraham Pearson, was the first president of Yale. He was appointed to the legislature,

judge of the circuit, composed of Cook, Dupage, Dekalb, Will and Iroquois counties, and took up his residence for a time at Joliet.

His first service as judge in Vermilion County was to preside over the April term, 1837. Before the expiration of his term he was elected state senator and resigned as judge. He was a friend of Stephen A. Douglas and attended the first political convention in the state which Douglas had caused to be called in December, 1835, at Vandalia. He participated in its deliberations. He was a friend also of Gov. Matteson.

He made the overland trip to California after the discovery of gold in that state. Later he returned to Danville. He owned most of the land in the southeast part of the city and was largely instrumental in having it settled and developed. He brought the first carriage to Danville. A letter which he wrote to a friend in New York shortly after locating here, is probably the oldest in existence describing local conditions, and is prophetic of the development of the state. He died in 1875.

Two events occurred in early times of unusual interest. May 1, 1832, James Huls, a Revolutionary soldier, who served in the Army of Virginia, appeared in open court for the purpose of establishing his claim to a pension. This method of proof is unknown now.

He was a cooper by trade. He listed his property as: Part of set of cooper's tools, nine dollars and five cents; one iron kettle, two dollars; one tea kettle, eighty-seven and one-half cents; one set of knives and forks, thirty-one and one-quarter cents; one dozen plates, seventy-five cents; horse, thirty dollars; one pair gears, five dollars; total, forty-eight dollars, sixty-nine and three-quarter cents.

Appraisers were appointed by the court to establish the above value. A certificate that he was entitled to a pension was furnished him by the court to be filed at Washington. He stated that he had a wife and stepdaughter, an unmarried woman, to support.

The other instance is that of a colored woman, named Polly, who presented her petition to the October term of the court, 1836, stating that she had resided a number of years in the state but had no certificate such as the law required to enable her to reside in the state free from molestation.

She produced and filed the affidavits of Abraham Sadowsky and Thomas Wright, showing facts in regard to her residence, that she was free and that no person had any claim to her services.

The court ordered the proofs filed and that Polly be permitted to continue to reside in the state free from molestation and that the order be taken as the certificate of her freedom, saving however, to all persons the right to establish and assert any claim they might have "to said woman of color or to her services."

This is a forceful reminder of a tragic feature of slavery. This woman was Polly Neel, who lived in the Sandusky family in Carroll township. She lived a life of usefulness and was universally respected.

Other prominent lawyers of the decade from 1830 to 1840 were Justin Harlan, John M. Robinson, Peleg Spencer, George Webb, L. B. Taylor, Joseph A. Wright, J. J. Brown, M. Vanderveer, Isaac C. Pearson, Moses Cox and Albert H. White. Some of these men did not live here but traveled on the circuit.

Harlan became judge and for some years presided over the deliberations of the courts. Brown was an orator of

first rank. White earned a deserved reputation as a lawyer.

Sometimes there appeared on the scene a man noted in Indiana history, Edward A. Hannegan of that state, and who became United States senator. He was known as a first grade lawyer, a brilliant orator and conversationalist, with the abilities of a talented actor.

In the period of 1840 to 1870 are many names, well known not only in Vermilion county, but throughout the state. We find among them John M. Palmer, of Springfield, a profound lawyer and of public fame. He became governor of his state, and later United States senator, serving with distinction in both capacities. In 1896 he was the candidate of the Gold Democrats for President of the United States. That was the year of William Jennings Bryan's sixteen to one campaign.

Among the early attorneys of high reputation are those of Isaac H. Sconce, John H. Murphy, G. W. Lawrence, Joseph Peters, Josiah McRoberts, son of Samuel McRoberts, afterwards judge in the Joliet circuit, E. S. Terry, Oscar F. Harmon, O. L. Davis and Robert V. Chesley. There were a number of others, whose first names are not known. Among them are Emerson, Moore, McDougall, Brown, McWilliams and Moses.

McDougall and McWilliams were public prosecutors and handled a great many criminal cases. Murphy was a man of affairs and influence. Lawrence was prominent. Terry came from Indiana, where he had been elected member of the supreme court. He was a profound lawyer, with a great knowledge of the common law. Harmon lost his life at Kenesaw Mountain. Chesley served in the Civil War. He was a good lawyer with more than a local reputation as an orator.

This period in the history of Vermilion County bar is of outstanding prominence and importance. Much of the time the circuit court was presided over by William Wilson, already mentioned as a member of the supreme court, and by David Davis, of Bloomington, who was a great lawyer and became a judge of the United States Supreme Court and United States senator from his state.

He was one of the ablest and most eminent men of Illinois of any time. He was an intimate friend of Lincoln, and probably had the most influence of any in the nomination of Lincoln for president in 1860. He was often consulted by our first martyred president, and was placed by him upon the Federal Supreme Bench. It is thought that Lincoln offered him a place in his cabinet. At any rate, while Lincoln was president, Davis was a trusted friend and adviser. Oliver L. Davis probably had more cases in the courts than any other lawyer of that time. Subsequent to the Civil War, he became circuit judge, served two terms, and for a time was a member of the Appellate Court of this district. He achieved a great reputation as a judge. He is remembered by many who are now living. He and David Davis were not related to each other, but were firm friends.

The history of the bar in this county cannot be written without including the names of many men who lived elsewhere but practiced in our courts. One of them was Usher F. Linder, of Coles county, who maintained an office in Danville a short time and carried his professional card in the old "Danville Citizen."

Linder was exceptionally able, and was said to be eccentric. He was an advocate of great power. He had cases in courts in various parts of the state. His reputation as a jury lawyer was not excelled. He served in the legislature

and a term as attorney general of Illinois. He wrote a volume of reminiscences, entitled "The Early Bench and Bar of Illinois."

O. B. Ficklin, a distinguished lawyer of Charleston, frequently appeared in our courts. He was contemporary with Linder and others who are mentioned. The two were intimate friends. He was a man of limited education but of great intellectual power. He was a formidable adversary in any case. He understood human nature as few men do and could appeal to the average mind with great success. He served eight years in Congress with much credit.

The most eminent man who practiced law in our courts of course, was Abraham Lincoln. He and his partner, Ward H. Lamon, maintained an office for many years in an old two-story frame building where the First National bank is now.

Many years ago this building was moved to the northwest corner, a block east of the Wabash railroad on Main street, where it was used as a saloon and war museum for Civil War relics, until it was burned some years ago.

Lincoln appeared in a great many cases. Those were the days of settling disputes with lawyers and juries. It is said that people came from all the countryside for the purpose of witnessing contests in court.

The headquarters of itinerant lawyers was the old McCormick house, just west of where is now the Lincoln hotel, an old frame building with a porch in front. The lawyers who came from other places to attend the sessions of our courts stopped at that hotel. They were not only interesting as individuals and lawyers but as story tellers. It was always a contest of wits, and these men of stage coach days were keen.

Lincoln's ability to present his cases in the thought and language of the common people made him unusually strong as an advocate. Hence his name appears many times upon the court dockets. His reputation as a speaker and debater was made in part at Danville, and his following was great in this territory. He possessed the confidence of people in his motives and probity, which finally led to his elevation to the highest and most responsible place in the land. There is no need to say more of him here.

Perhaps the most eloquent lawyer that appeared in our courts often, for a space of nearly twenty-five years, beginning in the early fifties, was Daniel W. Voorhees, popularly known as "The Tall Sycamore of the Wabash." He once lived in Covington, Indiana, and later at Terre Haute. He served several terms in Congress and for many years as a member of the United States Senate from Indiana.

He appeared in many celebrated cases, and there has been compiled a volume of his famous speeches, under the title of "Forty Years of Oratory." It is said that he was matchless before a jury. He stood six feet two inches in height and was an Apollo in form.

His voice was music, and so powerful that he could be heard by any outdoor audience. A writer once said his voice could be as gentle as a summer breeze, or could roar like a tempest, and strike all the strains between. When he appeared in a case, the court room was crowded, while many were unable to obtain admittance. He had all the charm and graces of the orator.

In early life he served as federal district attorney. His success in securing convictions was so great, that he resigned his office, with the statement that he feared he was sending innocent men to the penitentiary, and that no man

with his supposed power over juries had the right to be public prosecutor.

There came at times, in very important cases, the famous Robert C. Ingersoll, the charm of whose poetic oratory always attracted a full court room. His superb presence, pleasing voice and unexcelled diction were a delight to those fortunate enough to be present. Back of all these, however, was a master mind that made him a dangerous antagonist at all times.

Leonard Swett, of Bloomington, and later of Chicago, was another conspicuous lawyer who came to Danville. He became nationally known as one of the ablest men in the legal profession.

Lyman Trumbull sometimes came in important cases. He was one of the strongest of our state. He became United States senator.

Lawrence M. Weldon, also of Bloomington, and author of some law books, was another famous man who transacted business in our courts.

Adlai E. Stevenson, who served in Congress and was elected vice president of the United States with Grover Cleveland in 1888, was a contemporary of those mentioned and sometimes appeared at our bar.

Richard W. Thompson, of Terre Haute, Indiana, a man distinguished and honored in his own state both as a lawyer and public servant, occasionally had cases here. He was a great lawyer, a splendid orator, and lovable man. He served a term as Secretary of the Navy.

Others might be named but available space is too short to mention them.

Danville had once a member of the Supreme Court in the person of Jacob Wilkin, who came from New York State to make his home here. Previously he had served a

a number of years as circuit judge. He was one of our best judges and one of the ablest members of the Supreme Court. At the time of going upon the circuit bench he was a resident of Clark County in our present circuit.

James A. Outland was a soldier of the Civil War, who suffered much from wounds sustained in action, was a successful lawyer and later state's attorney.

William H. Mallory came from Indiana and settled at Danville, where he established a high reputation as a lawyer.

One of the exceptions the author makes as to mention of a living person is that of the Honorable Joseph G. Cannon, who served nearly fifty years in Congress and was for eight years speaker of the House of Representatives.

The span of his life covers most of the time included in this statement. He served as prosecuting attorney in this circuit prior to his election to Congress. As a rule, during the time of his service as prosecuting attorney, he traveled the circuit, going from county seat to county seat to attend the sessions of court. It was the end of the circuit rider days. Since then there has been a state's attorney for each county.

"Uncle Joe" knew many of the men mentioned in this sketch. It would have been a valuable contribution to the history of our time if he could have left to us his personal memoirs. They would give us intimate glimpses of the most famous public men in the last three quarters of a century.

Unusually able men entered the legal profession in Vermilion county following the Civil War.

General John Charles Black of conspicuous service in the Civil War, where he was very severely wounded in action, was a man of distinguished appearance, rare power

of oratory, a courteous gentleman, good lawyer and desirable citizen, enjoying a national reputation, and was in demand throughout the country as a speaker, especially in political campaigns. He became commissioner of pensions during the first term of Grover Cleveland as president and under President McKinley was chairman of the federal civil service commission.

Joseph B. Mann, studied law with Oliver L. Davis, married his daughter and became his partner in practice. None excelled him as a lawyer. He was a leader of the Danville bar for many years, and became nationally known in the practice of his profession.

He held but two offices, his last being that of corporation counsel of the city. He adorned his profession. He engaged in the trial of many famous cases in opposition to many able lawyers. His skill in argument and presentation were not surpassed.

He became associated with another man who came in that period, younger in years, a Civil War soldier, of charming personality, a student who became one of the foremost lawyers of our state. He was William J. Calhoun, who served as state's attorney, a member of our legislature, was a friend of President McKinley, who offered him a position on the Interstate Commerce Commission, which he declined, and who sent him as his special representative to investigate conditions in Cuba prior to the Spanish-American war.

He was sent by President Roosevelt to Nicaragua on a special mission and afterward became Minister to China, where he served his country with honor to it and to himself. After the expiration of his public service, he resumed the practice of law in Chicago, where he died some years ago. The firm of Mann & Calhoun obtained very high rank.

David I. Evans came to Danville from Pennsylvania and became one of the leading men at the bar. He served a term as county judge. He was a soldier in the Civil War. As a lawyer, he was one of the best of his time.

Ferdinand Bookwalter migrated from Indiana to Danville in 1870, immediately taking high rank as a lawyer. He was twice elected circuit judge and died during his second term. Upon the bench he served with signal ability. He was one of the most forceful characters ever at the Vermilion County Bar. It is said that he had the most thorough knowledge of the statutes and of court decision of any lawyer in Danville in his day. He was in every sense a successful lawyer of very high rank.

William D. Lindsey located in Danville in 1870, and remained until 1884, when he was appointed by President Cleveland as registrar of the land office in Oklahoma. He was elected county treasurer in 1882, being the first Democrat elected to a county office since the Civil War. He died in Washington.

Hiram P. Blackburn is another who began his legal career in Danville, a partner of Gen. John Charles Black. At a later time he served as state's attorney. He died many years ago.

The author has not referred to all that he would like to mention. There are men now living as worthy of notice as those who have passed. It would be a pleasure to speak of them also, but the limitations of time and space will not permit.

It is a privilege to pay tribute to lawyers of Vermilion county, and those who have come into the county in the practice of their profession, who have had much to do with its affairs. They have done their share in its progress and development. They have written one of its finest chapters.

It is a matter of regret that more is not known of some of them, and that some of them are not known at all.

The Vermilion County Bar Association has always maintained a high standard and its members are recognized not only for their legal ability but also for their sterling qualities as builders of the county.

The officers of the association are: President, Louis Clements; vice president, S. E. Brittingham; secretary-treasurer, Otto W. Berg; executive committee, W. R. Jewell, chairman; I. Ray Carter, H. F. Lindley, Charles Troup; grievance committee, J. H. Lewman, George F. Rearick, H. M. Steely, Senior.

The members of the Vermilion County Bar are:

Danville: W. M. Acton, R. D. Acton and B. H. Snyder, of Acton, Acton & Snyder; J. D. Allen, Lawrence T. Allen and E. L. Dalbey of Allen & Dalbey; David Allison, M. B. Bailey, R. B. Bookwalter and H. A. Swallow, of Swallow & Bookwalter; Probate Judge W. J. Bookwalter, Assistant State's Attorney Louis J. Bremer, S. E. Brittingham, Ed. L. Brown, Walter Brewer and W. J. Grant, of Brewer & Grant, H. E. Bouton and John Twomey, of Bouton & Twomey; Otto W. Berg, J. M. Boyle, Leo Burk, I. Ray Carter and John H. Lewman, of Lewman & Carter; Circuit Judge S. Murray Clark, Louis Clements, Fletcher Coleman and Oliver D. Mann, of Mann & Coleman; John Clark and H. Ernest Hutton, of Hutton & Clark; Charles M. Crayton; J. R. Dean, A. B. Dennis, H. B. Downs, Park S. Duffin, Master in Chancery Walter V. Dysert, W. O. Edwards, Charles W. Fleming and County Judge W. T. Henderson, of Fleming & Henderson; State's Attorney Elmer O. Furrow, W. T. Gunn, F. B. Penwell and Harold F. Lindley, of Gunn, Penwell & Lindley; A. R. Hall and Congressman William P. Holaday, of Hall & Holaday; W. R. Jewell and

Assistant United States Attorney John W. Speakman, of Jewell & Speakman; Ralph M. Jinkins and Samuel Jinkins, of Jinkins & Jinkins; Public Administrator A. A. Johnson, Robert Johnson, O. M. Jones, Paul F. Jones and V. W. McIntire, of Jones, McIntire & Jones; M. F. Keegan, L. M. Kent, E. R. E. Kimbrough, Walter C. Lindley, United States District Judge; Assistant State's Attorney O. W. Longenecker, I. A. Love, L. A. Lowenstein, J. N. Moore, Colfax T. Martin, E. L. McDuffee, E. L. McLaughlin, Corporation Counsel James A. Meeks and George F. Rearick, of Rearick & Meeks; O. C. Maxwell, A. A. Partlow, City Attorney Casper Platt, Ralph Rouse, S. F. Schecter, H. M. Steely, Sr., and H. M. Steely, Jr., of Steely & Steely; Charles Troup, Wilbur R. Wicks, J. C. Woodbury.

Hoopeston: G. H. Couchman, James H. Dyer and Charles F. Dyer, of Dyer & Dyer; R. R. Rodman, Charles E. Russell, Miles Odle.

Rossville: Robert Braden, George A. Ray and Jesse Young, of Ray & Young.

Ridgefarm: R. W. Fisk.

Vermilion County is part of the fifth judicial circuit, which compromises Vermilion, Coles, Edgar, Clark and Cumberland counties. Court terms are convened here the third Monday in January, the third Monday in May and the first Monday in October of each year.

Judge S. Murray Clark, of Danville; Judge George W. Bristow, of Paris; and Judge Charles A. Shuey, of Charleston, are the judges in this district.

Elmer O. Furrow is state's attorney, his assistants being Louis J. Bremer and O. W. Longenecker. Other county officials are: County Judge, W. T. Henderson; sheriff, Col. M. B. Grimes; circuit clerk, C. E. Wellman; county clerk, John Moore; master in chancery, Walter V. Dysert; pro-

bation officer, John Twomey; chief probation officer, F. M. Grimes; county superintendent of highways, W. S. Dillon; probate judge, W. J. Bookwalter; county superintendent of schools, L. A. Tuggle; county recorder of deeds, W. H. Carter; county treasurer, Fred Endicott; court reporter, J. A. Gannon; county coroner, John Cole; deputy coroners, W. H. Hackman, Fay Feidler and Esther Balsley.

CHAPTER XVII

THE MEDICAL PROFESSION

PIONEER DOCTORS—MEDICINE IN 1824—VERMILION COUNTY MEDICAL SOCIETY—DOCTORS OF TODAY—SAINT ELIZABETH'S HOSPITAL—LAKEVIEW HOSPITAL.

The medical profession of Vermilion County has to its credit over a hundred years of devotion to the most worthy cause known to mankind—the alleviation of suffering, combatting disease and prolonging the span of human life. It has been well said by that eminent author, Robert Louis Stevenson: “There are men and classes of men that stand above the common herd—the soldier; the sailor; the shepherd, not infrequently; the artist, rarely; rarelier still, the clergyman; the physician, almost as a rule. He is the flower of our civilization, and when that stage of man is done with, only to be marvelled at in history, he will be thought to have shared but little in the defects of the period and to have most notably exhibited the virtues of the race. Generosity he has, such as is possible only to those who practice an art, and never to those who drive a trade; discretion, tested by a hundred secrets; tact, tried in a thousand embarrassments; and what are more important, herculian cheerfulness and courage. So it is that he brings an air of cheer into the sick room, and often enough, though not so often as he desires, brings healing.”

The pioneer doctors of Vermilion County were not unlike the average medical men who followed closely the vanguard of civilization who laid the foundations of the West. Of course the standard of requirements were not high in those days; neither were there so many legal regulations governing the practice of medicine, yet, many of the early doctors here were graduates of medical colleges and the others had read medicine under the direction of competent and experienced practitioners which was a common method of obtaining a medical education and training in those days.

The early doctor made his calls on horseback, riding long distances over the sparsely settled plains at all times of night and day and in all kinds of weather. He got lots of fresh air and exercise. He was not a golf enthusiast. There were no roads, in the modern sense of the term. He followed the trail, and carried his few surgical instruments and a small supply of medicine in his saddlebags. Included in the doctor's surgical kit was also a pair of forceps with which he "pulled" an occasional tooth if the patient was able to stand the operation without an anesthetic or sympathy. The pioneer doctor was faithful to his patient and profession, but no doubt made mistakes.

The first physician to locate permanently in Vermilion County was Dr. Asa Palmer, who settled in Danville in 1824. He was a native of Connecticut, born at Coventry in 1786. He became a resident of Vermont in his boyhood days, and later lived in the Black River country of New York. Subsequently he became a resident of Moscow, where both his parents died. While living in New York State, Dr. Palmer studied medicine and practiced a little. He was married while living in New York State. He made a trip to the west in search of a location, and came here to

live in 1824. His first trip was made on horseback, but when he came to locate, the journey was made by boat, going first to Pittsburg and then down the Ohio River and up the Wabash River. His destination was the Vermilion River country but at that time there was no Danville to attract him, not even so small a settlement at this place.

Dr. Palmer began his practice in this section and for many miles around the settlements from the Little Vermilion to those north and west of the mouth of the North Fork of the Vermilion River, he rode in his practice. After Danville became the county seat, his home was there and his practice was over a broad territory from that point. Eventually he gave up the practice of medicine and lived retired. In connection with his son he established the first drug store in Danville. He was a leading and influential citizen of this section from the time he came in 1824 to his death in 1861. Doctor Palmer was married three times, his third wife being Adelia Hawkins and one of the honored pioneers of Vermilion County. Doctor Palmer was one of the original members of the Presbyterian Church in Danville. He was the father of thirteen children by his first wife and two by his second wife.

Dr. William Fithian was a prominent physician of the early days. He not only attained distinction in his profession but was prominent in public affairs and was very successful financially.

He came to Vermilion County in 1830, locating at Danville in its infant days. He continued in active practice nearly sixty years and was one of the most widely known men in the state. He was a typical pioneer physician. As was the custom, he made his trips on horseback, and was often in the saddle for weeks at a time, with the exception

of a few hours for sleep each day. He kept from six to ten horses for his work.

His practice extended over a large scope of territory. He often went as far west as Bloomington, in McLean County; south into Edgar County; north into Iroquois and Kankakee Counties, and frequently as far as Chicago; and into Indiana.

Doctor Fithian also took an active part in politics and was a member of the State Legislature and won a reputation as a safe and sane representative of the people at a time when wildcat railroad appropriation legislation was epidemic in the legislature of the state. He held other local offices in Danville.

When he came here most of the land was still owned by the government and for sale at one dollar and twenty-five cents per acre. He entered a great deal of land at an early day and acquired a fortune by the advance in land values. He was married four times and was the father of four children.

Georgetown was founded in 1827 and the first building in the new town was occupied by a physician—Dr. Isaac Smith. He was considered a well qualified physician. After remaining at Georgetown he went to Mackinaw where he died. Shortly after Georgetown was laid out, Dr. Thomas Heywood located there. After a few years he removed to Carroll Township, on his farm near Indianola, where he continued his practice. He was also prominent in politics and served in the Legislature.

Other early doctors in the county were Doctor Holmes, Doctor Blood, Dr. David Knight, Dr. W. P. Davis and Dr. A. M. C. Hawes, all of whom came here prior to 1840. Later arrivals were Dr. J. R. Hollaway, Dr. Samuel H.

Vredenburg and W. D. Craig. Dr. S. W. Jones was prominent in the practice of medicine. He was graduated from Lind University, later the Chicago Medical College of Northwestern University prior to the Civil War. For two years during that conflict he was one of the surgeons in charge of the field hospitals of the Third Division of the Twenty-third Army Corps.

The physicians of Vermilion County have maintained a high standard since the first doctor made his appearance here over a century ago, and during that time many of them have written their names high on the roll of professional honor.

The Vermilion County Medical Society was organized at an early date, but the records of the original organization are not available. It almost ceased to function for a time. However, it was reorganized in 1897 and since that time the society has been active.

The following members are on record as being present at the reorganization on November 12, 1897: Doctor Brown, Doctor Fairhall, Dr. T. E. Walton, Dr. S. C. Clidden, Dr. R. Gillet, Dr. P. H. Barton, Dr. W. H. Paul, Dr. M. L. Horn, Dr. M. A. Cochran, Dr. J. W. Moore, Dr. E. E. Clar and Dr. J. M. Wright.

In 1903 the Vermilion County Medical Society became affiliated with the Illinois State Medical Society and is also affiliated with the American Medical Association.

The present officers of the Vermilion County Medical Society are: Dr. J. G. Fisher, president, 504 First National Bank Building, Danville, and Dr. George T. Cass, secretary, 804 First National Bank Building, Danville.

The following is a list of the members with their present addresses:

Allison, O. W.	704 First National Bank Building
Andrews, P. K.	53 Virginia Avenue
Babcock, H. S.	419 Temple Avenue
Baldwin, H. E.	405 Temple Avenue
Barton, F. W.	404 First National Bank Building
Baumgart, F. A.	904 First National Bank Building
Becker, H. F.	621 Temple Building
Bennett, C. L.	401 Baum Building
Black, S. M.	Georgetown, Illinois
Brandt, E. H.	24 Pine Street
Brobeck, Alexander	Hoopeston, Illinois
Brooksheir, M. L.	Georgetown, Illinois
Brown, C. E.	Rossville, Illinois
Brown, R. E.	Fairmount, Illinois
Caldwell, David	Danville, Illinois
Carmody, T. J.	408 Temple Building
Carrico, Leola	10 North Gilbert Street
Cass, G. T.	804 First National Bank Building
Clements, Robert	320 First National Bank Building
Cloyd, F. N.	504 First National Bank Building
Cook, C. M.	222 Adams Building
Cooley, E. B.	308 Temple Building
Cossairt, W. S.	Potomac, Illinois
Crispin, S. C.	873 East Fairchild
Crist, O. H.	206 Adams Building
Dale, A. E.	307 Temple Building
Dice, H. F.	Ridgefarm, Illinois
Dillon, C. C.	Sidell, Illinois
Dixon, W. C.	201 Dale Building
Downs, E. B.	222 North Logan Avenue
Dunham, L. H.	218 Adams Building
Dewhirst, E. M.	Catlin, Illinois
Earel, A. M.	Hoopeston, Illinois



SAINT ELIZABETH HOSPITAL, DANVILLE, ILL.



LAKEVIEW HOSPITAL, DANVILLE, ILL.

Earel, Fred E.	Hoopeston, Illinois
Elvidge, R. E.	Hoopeston, Illinois
Fairhall, Joseph	416 Baum Building
Fairhall, Leo. V.	201 I. O. O. F. Building
Fink, O. E.	9 West Madison Street
Fisher, J. G.	504 First National Bank Building
Fithian, P. H.	Fithian, Illinois
Flether, A. J.	10 North Gilbert Street
Fletcher, M. S.	Georgetown, Illinois
Funkhouser, J. L.	207 Baum Building
Funkhouser, T. W.	315 Temple Building
Guy, J. M.	305 West Seminary Street
Gundrum, M. D.	Westville, Illinois
Good, D. C.	406 First National Bank Building
Greenburg, L. M.	Hume, Illinois
Hartsook, F. M.	604 Temple Building
Hickman, J. M.	Westville, Illinois
Hinshaw, G. C.	Ridgefarm, Illinois
Hole, M. L.	511 Temple Building
Holton, H. C.	Sidell, Illinois
Hooker, H. F.	508 First National Bank Building
Howard, M. L.	107 Franklin Street
Hubbard, S. M.	Ridgefarm, Illinois
Hundley, J. B.	222 Adams Building
James, J. M.	Henning, Illinois
Jewell, B. M.	313 Temple Building
Jewell, E. B.	212 Adams Building
Jones, Leroy	Hoopeston, Illinois
Jones, Solomon	611 Temple Building
Johnson, R. E.	201 Daniel Building
Kline, R. G.	Hoopeston, Illinois
Kraft, Ernest	Lake View Hospital, Danville
Landauer, S. L.	503 Temple Building

Lakin, A. N.	State Line, Illinois
Leitzbach, A. J.	Fairmount, Illinois
Liggett, F. I.	Rankin, Illinois
McCaughey, Robert	506 Temple Building
Mason, F. M.	501 Temple Building
Micheals, O. W.	Muncie, Illinois
Michael, O. J.	400 Block S. Danville
Miller, A. M.	508 Temple Building
Montford, R. M.	312 Temple Building
Moore, J. W.	512 Temple Building
Moore, Joe C.	Hoopeston, Illinois
Nelms, C. O.	Hoopeston, Illinois
Odbert, F. N.	Indianola, Illinois
Ogle, H. E.	Armstrong, Illinois
Potter, George A.	516 Temple Building
Ross, H. E.	1008 First National Bank Building
Russell, I. B.	Hoopeston, Illinois
Scott, I. J.	212 Dale Building
Snyder, W. F.	Oakwood, Illinois
Steely, George	301 Temple Building
Steiner, L. L.	321 Temple Building
Sistler, A. O.	Wellington, Illinois
Smith, Warren B.	Adams Building
Van Arsdell, E. P.	401 Temple Building
Vandoren, R. F.	East Lynn, Illinois
Walton, T. E.	307 Daniels Building
Wilkinson, C. E.	621 Temple Building
Williams, E. G. C.	316 Temple Building
Williamson, J. H.	402 Temple Building
Williamson, C. S.	Fairmount, Illinois
Wellenreiter, O. F.	507 Temple Building
Wheatley, E. J.	710 First National Bank Building
Winslow, E. I.	508 Baum Building
Worthington, R. R.	Indianola, Illinois

SAINT ELIZABETH HOSPITAL

Saint Elizabeth, the oldest and largest of Danville's two hospitals, was founded in 1883 and has grown until today it is one of the largest and most modern of institutions of its kind in this section of the middle west. In 1930, upon completion of a new addition, it had a maximum bed capacity of one hundred and eighty-four beds.

The institution is operated by Sisters of the Franciscan Order, with the mother hospital in Joliet. It is on the list of approved hospitals of the American College of Surgeons and maintains a fully-accredited nurses' training school.

The first hospital was located on Wayne Street, being founded as a Wabash Railway Hospital. It operated as a railway hospital but a short time, the company removing their hospital headquarters to Peru, Indiana, in 1883. The hospital was then converted into a general institution and moved to its present location at Green and Elizabeth Streets. The first building was a frame structure. In 1888 the first part of the present brick building was built.

In the spring of 1929 work of enlarging the hospital was begun. The fourth floor of the building was completed and a unit of rooms added to make a fifth story. The interior of the building, including the X-ray department, basement, floors, kitchens, drug rooms, office and doctors' room, was remodelled and the exterior of the older portion of the building was remodelled to conform with the style of the newer part of the building. The obstetrical department was moved from the third floor to the new portion of the fourth floor.

Saint Elizabeth is the company hospital for most of the larger industries of this locality, including the United

States Fuel Company, Peabody Mine, Hegeler Zinc Company, Chicago & Eastern Illinois Railway, Big Four Railway, Cornstalk Products Company, Illinois Power & Light Corporation, etc.

LAKE VIEW HOSPITAL

A bed, food, nursing of rather unskilled quality, and an operating room procedure a little safer than might have been had in the home was about all hospitals anywhere were offering their patients when Lake View Hospital was organized (1892-1896). It was all very simple and seemingly cheap. But sick people were just as sick, their needs were just as great then as now, only medical and hospital folk did not know how to meet them.

But a scientific spirit was brooding over the medical and nursing world. Within a half century hospitals have ceased to be mere boarding houses for the sick and have become true houses of healing, filled with multiplied diagnostic and treating facilities under trained personnel.

Lake View has shared in this scientific knowledge and progress. Three times (1896, 1917, and 1929-30) has the hospital enlarged, increasing its capacity from twelve beds to one hundred and seventy. Its diagnostic and treating facilities, its high professional standards gave it national recognition, 1922, by the American College of Surgeons.

In 1920 the Lake View School of Nursing, state accredited, was adequately housed in a modern, fireproof, ninety-room residence located just south of the hospital.

For thirty-five years Lake View's doors have opened, day and night, to the sick of this community. More than seventy thousand patients, forty thousand bed and thirty thousand out-patients, have been treated; the poor as well

as the rich. The second generation of babies is being born in the hospital. For thirty-five years its school has furnished nursing service to this community. For twenty-five years it was the only school of nursing education in this part of the state.

Board of Trustees is as follows: George S. Hoff, president; Carl K. Palmer, vice president; Otto Schultz, secretary; Charles P. Nelson, treasurer; Julius Hegeler; D. M. Fowler; Mike S. Plaut; O. D. Sandusky; C. F. Keiser; Harvey J. Sconce; A. F. Barker; George C. Mahle; H. F. Depke; Alphonse Meis; George M. Wright; W. C. Rankin; J. H. Harrison; F. E. Butcher; W. R. Jewell; John Mann; John A. Cathcart; A. R. Samuel; Harold Lindley; A. V. McClenathan. Clarence H. Baum is superintendent, and Clara M. Swank, Registered Nurse, is superintendent of nurses.

The Lake View Hospital Auxiliary is a women's board organized (1894) to assist the Board of Trustees to maintain the hospital. Membership is open to all women. The auxiliary maintains the patient's library, keeps a special nursing and blood transfusion fund for needy patients, buys furnishings and linens, sponsors the nurses' chorus, assists in social activities for the hospital and school, and seeks to build up endowment funds.

The officers are: Mrs. Lawrence M. Birch, president; Mrs. A. C. Church, vice president; Mrs. Esther Funk, recording secretary; Mrs. E. B. Collins, treasurer; and Miss Eleanor S. Moore, corresponding secretary.

CHAPTER XVIII

SCHOOLS OF VERMILION COUNTY

(By Larkin A. Tuggle, County Superintendent of Schools)

FIRST TEACHER—OTHER EARLY TEACHERS—VERMILION ACADEMY—
GEORGETOWN SEMINARY—DANVILLE SEMINARY—SCHOOL SUPERIN-
TENDENTS—FIRST PUBLIC SCHOOL—PRESENT SYSTEM OF EDUCA-
TION — STATISTICS — PRIVATE SCHOOLS — PAROCHIAL SCHOOLS—
BROWN'S BUSINESS COLLEGE—UTTERBACK'S BUSINESS COLLEGE—
JOHN GREER HIGH SCHOOL.

For public school purposes, Vermilion County is divided into twenty-nine (29) school townships (six miles square) and these in turn are divided into two hundred and thirty-one school districts. There are one hundred and seventy-four old-time one-room country schools; fifteen two-room schools; fifteen village schools; seven city schools; twelve township high schools; four community high schools; three common high schools and one non-high school.

In June, 1929, there were eight thousand two hundred and thirty-three boys and seven thousand seven hundred and twenty-four girls enrolled in the elementary schools. There were one thousand seven hundred and sixty-eight boys and one thousand nine hundred and ninety-nine girls enrolled in the high schools. A total of nineteen thousand seven hundred and twenty-four pupils were enrolled in the public schools and four hundred and forty boys and four

hundred and forty-seven girls were enrolled in the parochial and private schools of the county. There were twenty-four thousand and sixty-seven children of school age in the county. Of the two thousand one hundred and ninety-five graduates, one thousand three hundred and ninety-seven were from the eighth grade and seven hundred and ninety-eight from the high schools.

Out of the total of seven hundred and sixty-five teachers required, one hundred and thirty-eight were men and six hundred and twenty-seven were women. There were fourteen men and twenty-seven women teaching in the private and parochial schools.

Salaries earned by the men were two hundred sixty thousand nine hundred and forty-three dollars and by the women six hundred ninety-four thousand four hundred and sixty-seven dollars. Add the salaries of the teachers of the private and parochial schools and it is easily seen that over a million dollars is spent each year for salaries of teachers.

The value of school buildings is five million, one hundred sixty-seven thousand, two hundred and ninety-five dollars and the value of school furniture and equipment is four hundred sixty-seven thousand and seventy-one dollars. The total bonded indebtedness of thirty-one school districts is one million, two hundred twenty-eight thousand, four hundred and twelve dollars. All the other districts of the county are free from debt.

The salaries of janitors and engineers cost ninety-eight thousand two hundred and seventy-four dollars. Fuel, water, light, power and supplies cost eighty-four thousand three hundred and twenty-five dollars. Repairs, replacements and insurance cost one hundred twenty-one thousand eight hundred and seventy-eight dollars. The total money

spent for all school purposes at the close of school in 1929 was two million, sixty thousand, one hundred forty-four dollars and sixty-seven cents.

Unfortunately, many years ago, the sixteenth section of each school township was sold for a small sum, so that today some of the townships are very poor in township funds. However, a total amount of ninety-four thousand thirty-three dollars and ninety-five cents has been loaned out on real estate and thirteen thousand, three hundred ninety-six dollars and eighty-six cents cash is available for loaning. The townships own fifty-two thousand three hundred and forty-one dollars in real estate values. A total of six thousand eight hundred and six dollars and twenty-eight cents was received in interest on loans and rentals on land owned. A total of six hundred and sixty-one thousand two hundred and four dollars and eighteen cents lay idle in the banks of the county during the summer vacation. What a pity the law does not permit this money to be loaned out at good interest during four months of the year.

The first school taught in Vermilion County was taught by Reuben Black in Elwood Township in the winter of 1824-25. He was a lad of eighteen years of age and came from Ohio. The school was held in a log house one mile west of Vermilion Grove depot. John Mills sent one daughter and three sons: Rebecca, Ira, John and Milican. Joseph Jackson, an Englishman, sent Nathan and Mary Jackson. Ezekiel Hollingsworth sent Jeremiah, John, Miles and Mahundry Hollingsworth. John Canaday sent his son, William. John Haworth sent his sons, David, Elvin and Thomas Haworth. These fourteen children were the first to go to school in Vermilion County. The branches taught were spelling, reading and writing, and some of the older

pupils solved arithmetic problems. Two years later, the second school was taught by Elijah Yager, a Methodist minister from East Tennessee, in a log cabin about two miles northeast of Vermilion Grove. He made advanced progress over the Ohio teacher by introducing common arithmetic and declamation.

The third school was taught by Henry Fletcher the following summer (1828) and then Elisha Hobbs took the school in 1831 and gave a great stimulus to education which never lost ground up until 1849. At the end of that year, the citizens found themselves with only a log school sixteen feet square and six and a half feet between joints. A subscription was taken up by William Canady, David and Elvin Haworth and by the generous help of their neighbors they built a seminary building, thirty by fifty-two, with two recitation rooms, supplied with furniture and proper desks. They employed J. M. Davis in the autumn of 1850 as principal, and school opened with one hundred and ten pupils. The following subjects were taught: reading, spelling, geography, history, algebra, chemistry, geometry, surveying, mineralogy, philosophy, elocution, domestic economy, and Latin. Mr. Davis continued as principal five years and he worked out a high standard of education when it was most needed. This old seminary continued until the advent of the free schools when the Vermilion Academy took its place in 1873.

Over at "Butler's Point," Catlin, the first school was taught by Hiram Ticknor, just south of the well known Thomas Keeney home. Mr. Ticknor kept his fifteen pupils busy with readin', ritin,' and 'rithmetic. Among these children were pupils who lived at the old salt works. They had to walk over three miles to the school at "Butler's Point" for it was the only school which they could attend.

The first school house in Georgetown Township was built probably in 1827 or 1828 on the public square of Georgetown in front of John Frazier's store. It was the cheapest kind of a log hut, but the first teacher, H. Givens, gave words of wisdom from "Old English" reader, "Talbott's Arithmetic," "American Spelling Book," and "Lindley Murry's Grammar." At this period of our education, it was the common practice to study "out loud" in school, and the lad who made the most noise was a very popular boy and would be credited with making the most rapid progress. Ancestors of some very prominent people of the state and nation attended this little log hut school.

This school was continued by subscription until 1844, when the Georgetown Seminary was organized. For twenty years thereafter, the Georgetown Seminary was the center of education for Vermilion County and surrounding counties. The early promoters were Benjamin Canaday, Mr. Curtis, Presiding Elder Robbins, and J. E. Murphy, of Danville. The seminary was sectarian under the charge of the Methodist Conference and the teachers were selected by that body. Much depends on the personality of the first leader of any educational institution, but fortunately, a young man of commanding presence, superior tact, and excellent education was chosen as the first principal. Jesse H. Moore, then a local preacher, was chosen and held the place for four years. He acquitted himself with great honor and credit in giving unselfish devotion to the cause of education. School was held in a frame building which had been built for a church but had been moved to the grounds afterwards occupied by the district school. His assistants were a Miss Fairbanks, Walter Smith, later a Baptist preacher, and Archibold Sloan, who, too, became a minister later. The Seminary building was erected in

1848 and was a plain brick building, two stories high, capable of accommodating two hundred pupils. This building was built by the proceeds of contributions such as "money, cattle, hogs, shoats, lumber, yellow-legged chickens" and anything that a good Methodist preacher could secure by energetic soliciting. The school increased in numbers and popularity by the joint kind of partnership which existed for a portion of the time between the district and the trustees of the Seminary until 1861. There had grown up a strong sentiment for public free schools and the state had perfected a system of schools which became popular, therefore the Seminary was disbanded and the directors of the district took over the full management. The Georgetown district built a new brick building of six rooms, two blocks east of the public square, in 1872, where all the branches of the elementary and high schools of the state were taught till 1913. It is still in use for the grade schools.

The old Seminary building of 1848 has long since disappeared and in its place is a modern twelve-room brick elementary school, three blocks east of the public square in Georgetown.

The first school house in Carroll Township was located about three miles southwest of Indianola near what was known as "Head of the Timber." Robert E. Barnett taught the first school in 1829 in this little log house which stood on his father's farm. He had received a good education in Kentucky and was a very able teacher. The second school house was built on the Sandusky Creek about two and one-half miles east of Indianola and was known as "Fountain Bluff." The first log school house built in Indianola was built in 1843 on the Mathews property, one block north of the northwest corner of the public square. About 1850 a Seminary was built in the northwest part

of Indianola where some of the higher subjects were taught by Professor Brownell and his wife. In 1855 a new school district was formed and the Seminary was bought by the directors where public school was held till 1883. This frame Seminary building was supplanted by a four-room brick building where school was held till 1921.

The first school in Danville was taught in a log house which stood where the Wright's mill used to stand on the south side of Green Street between South Hazel Street and the Wabash Railroad. It was built of huge burr oak logs which were fully two feet in diameter, and the ends were left sticking out without being sawed off, with clap-board roof and puncheon floor. It had the rudest benches and its walls were devoid of anything which would give inspiration for an education. Maps, charts, blackboards and desks were unknown to the children of Vermilion County in 1830. The huge fireplace extended nearly across the room and instead of the chimney beginning at the ground, strong braces extended from the wall near the floor out into the room upward, and upon these braces for a solid foundation the chimney was constructed. The chimney was over six feet wide and when a fire was built it was the first duty of the teacher to teach the smoke to go up through this clumsy chimney. The wood usually did not need to be cut up for this fireplace and anything short of "sled-length" would do very well. After the logs were burned in two in the middle the ends were rolled around into position for burning. A Mr. Clark was the first teacher. Although he was not required to hold a teacher's certificate he was a very accomplished and successful teacher. The next school house was built near the southwest corner of South Hazel and South Streets. Not very much is recorded about these two schools but many of the

earlier citizens went to these schools. A charter was granted the "Danville Academy" in 1836. This was a stock company where every "free white person" could subscribe for stock and every subscriber would be entitled to a year's tuition for each share. The "Danville Academy" soon fizzled out, so several private schools were conducted till 1850. William M. Payne was one of the first teachers and wielded a fine influence on the lives of boys and girls.

The Danville Seminary was incorporated in 1850 by the members of the Methodist Episcopal Church. The articles of incorporation provided that the majority of trustees should be members of that church and that the teachers should be appointed by its authority. The first trustees were James Partlow, Daniel Fairchild, E. F. Palmer, Eli Helmick, James Dennison, Benjamin Stewart and J. H. Gilbert. They erected a two-story brick building on two acres of land north of Main Street on Pine Street, and employed Rev. O. S. Munsell as principal. In 1853 the Danville Seminary had enrolled two hundred and six pupils and employed five teachers: Rev. O. S. Munsell, Mrs. Munsell, Sarah Whip, C. W. Jerome, and Ellen Green. Two courses of study were adopted—classical and scientific—which embraced the higher branches of academic training. The seminary was conducted very successfully till 1862 when it was merged into the common schools by common consent and the building was used for several years for school purposes. The two acres of land had been deeded to the church for school purposes and when the seminary was merged into the common schools, a long litigation in court ensued because of this clause, and finally the land and building went back to the original owners. This old seminary building still stands at Pine Street and is used as an apartment house. Aaron Wood, P. B. Ham-

mond, Mr. McNutt and J. L. Dickinson followed Reverend Munsell as principals of the seminary.

The denominational character of the "Danville Seminary" engendered contests and a rival joint-stock company was formed on March 15, 1851. The new school was called "Union Seminary." Its trustees were L. T. Palmer, S. G. Craig, J. A. D. Sconce, Hamilton White and Guy Merrill. Three acres of land were purchased north of Seminary Street with its western side on Vermilion Street. A good substantial building was erected and a very successful school was carried on until 1862. The citizens of Danville for the first time adopted the common school system in 1862. The common tax system for the support of public free schools soon put an end to these two rival seminaries. Both buildings were rented to the school directors and J. L. Dickinson, principal of the "Danville Seminary" was employed by the district as principal with nine assistants. The following year Mr. Spillman was employed who served four years. A new building was erected which later became known as the Washington School. This building was used also as a high school until a new high school building was erected just north of the old Washington School on the same lot. Today (1929) a twenty-two-room modern brick building stands on the grounds of the old Washington School located between Gilbert and Pine Streets on Madison Street. The high school building on the north side of the lot has been torn down and a million-dollar building stands majestically facing East Fairchild Street at the corner of Jackson and Fairchild Streets. Today there are seventeen elementary school buildings in Danville and the "million-dollar" high school building.

Some prominent school men have served as superintendents of the Danville schools: D. D. Evans, C. M. Tay-

lor, J. G. Shedd, J. C. Lane, O. E. Lathan, Joseph Carter, and J. E. Bryan. J. E. Bryan was superintendent of the city schools from 1889 to 1899 when he was called to Camden, New Jersey, as city superintendent of schools. County Superintendent of Schools L. H. Griffith from 1889 to 1899 was selected to fill the place of Mr. Bryan. Mr. Griffith gave a constructive and progressive administration for fourteen years when G. P. Randle, from Mattoon, Illinois, was elected to carry on the splendid work outlined by Mr. Griffith. For twelve years, Mr. Randle gave valuable and unselfish devotion to the children and teachers as City Superintendent of Schools. Fortunately for Danville, C. E. Vance had served as Assistant Superintendent for several years, and when Mr. Randle retired, Mr. Vance was the unanimous choice of the entire city as City Superintendent. He is a graduate of the University of Illinois, receiving the Master's degree. He is one of the most progressive and leading educators of the state.

In 1879, the Danville schools had an enrollment of one hundred and two pupils in the high school and one thousand eight hundred and twenty-four pupils in the elementary schools. There were thirty teachers. In September, 1929, there was an enrollment of one thousand five hundred and fifty-seven students in the high school and five thousand nine hundred and fifty-nine pupils in the elementary schools. There were two hundred and fifty-one teachers.

The first school building in Oakwood Township was built near the present village of Newtown in 1829 or 1830. Squire Newell and a Mr. McGuinn were among its first teachers. Later on a better building was built just south of Newtown on "Parsonage Hill." Another of the early school houses was built on the state road near Stony Creek.



PUBLIC LIBRARY, DANVILLE, ILL.



HIGH SCHOOL, DANVILLE, ILL.

The first school house built at Fairmount was in 1859 at a cost of four hundred dollars. Then in 1865 a four-room brick building was built at a cost of four thousand five hundred dollars. In 1879, three teachers were employed, but in 1929 the number has been increased to six.

Morgan Rees taught school in Blount Township just across the creek from the Juvinal neighborhood, so children from both sides of the creek went to school to him. The first school built in Pilot Township was put on section twenty, township twenty, range twelve. Ezekiel Leyton taught the first school in this building in 1836 or 1837. However, a Mr. Beard had taught school nearby in a cabin in 1834. The school on section twenty in 1929 is called "Shellbark."

The first school taught in Middlefork Township was by Rev. Rymann in a house four miles west of Marysville (Potomac) in 1842.

The Schwartz school house in Butler Township was built in 1865. School houses were built in East Lynn, Rankin and Pellsville about the same time in 1875.

The Newell school house was the first built in Newell Township on section twenty-three in 1827. In 1929, the school on section twenty-three is called LeNeve school. The first teacher was a Mr. Scott and the second was Duncan Lindsey. The second school house was called the Eckler school, built in 1830, and Elizabeth Stipp taught its first school in 1831. In 1833 a school house stood on the banks of the North Fork eighty rods south of Denmark. Denmark was a thriving village just south of the bridge across Lake Vermilion. At the west end of Winter Avenue, Danville, at the top of the hill of the road across Lake Vermilion is a residence which served as a school house for many years. The Lamb school was built in 1835. Robert

Price, John McKee, J. Poor and James A. Davis were early teachers at the Lamb school. The Cunningham school was built in 1840 and Levi Cronkhite was the first teacher.

Several rural schools were established in Ross Township in the early forties. In 1868 the first brick two-story school house was built in Rossville and in 1874 it was found too small, so a two-story addition was built. Today (1929) Rossville has a modern eight-room elementary school with an enrollment of two hundred and sixty-five pupils. Helen Burgess has been the excellent principal for many years. For over fifty years I. A. Smothers has been one of the leading educators in molding and directing the lives of boys and girls in Ross Township. For twenty-five continuous years he was superintendent of the Rossville schools, and since R. H. Poland has been the superintendent of Rossville schools, Mr. Smothers has been the principal of the high school. Mr. Poland, in his capacity as superintendent, has brought to the elementary and high school the best and modern thought of the nation. It was by his splendid direction that Rossville furnishes the pupils of the district free text books by public taxation.

No sooner had Hoopeston been laid out as a village in 1871 than a live board of directors were elected. G. C. Davis, William Moore and a Mr. Armstrong were the first members, who proceeded to build a large, substantial brick building. For many years both grade and high school was held in this building. This building was known as the Honeywell building. In 1928 a new twelve-room building was erected a block east of the old Honeywell building. The old Honeywell school had served its day and in October, 1929, the house-wrecker tore the old building completely down. As Hoopeston grew in population the eight-room Maple school was added and later on the Lincoln twelve-

room building. Upon the abandonment of Greer College, located upon the western edge of Hoopeston, the Hoopeston high school was changed from the Honeywell school to the Greer College building. After several years of litigation between the heirs of John Greer and the trustees of the college, the courts decided that Greer College and grounds could permanently remain the property of the district, provided that the high school would forever be known as the "John Greer High School" so as to carry out the spirit and letter of the will of John Greer. The board of education readily accepted this decision and in 1928 built the first unit of three contemplated units of a modern, fireproof high school building. In this first unit is one of the best gymnasiums in the county. A college course of study was offered by the board of education along with the high school course until the court's decision in 1927.

W. R. Lowery has been the superintendent of schools and Byron Frame, principal, of the John Greer high school for several years. Superintendent Lowery has not only the faculty of employing and directing the best teachers obtainable but he has a splendid business and executive ability. It was by his careful direction that the new Honeywell building and high school gymnasium were built under one bond issue.

When the State Legislature passed a law in 1911 making it possible for high school districts to be organized into larger units for school taxation, several communities began to take advantage of the new law. Georgetown was the very first to organize a township high school in 1912, followed the same year by Alvin, Bismark and Sidell. These four towns were so successful that Ridgefarm and Westville were organized in 1913. Armstrong, East Lynn and

Rankin organized in 1914 and Oakwood in 1915, Catlin and Potomac in 1916.

A great many law suits resulted over the 1911 township high school act but the State Legislature passed validating acts confirming all township high schools organized. The State Legislature then changed the name to "Community" high schools in 1917 and immediately Indianola organized a high school district followed by Henning in 1918, Fairmount in 1920 and Allerton in 1922.

Each of the nineteen public high schools of the county have new, modern fireproof buildings, a regular four-year course of study accredited with the University of Illinois, the State Department of Public Instruction and most of them with the North Central Association of Colleges and Secondary Schools. In September, 1929, there were two hundred and twenty-four high school teachers and an enrollment of three thousand seven hundred and seventy-three students.

The territory of Vermilion County, which is not included in any of the nineteen high school districts, is call a Non-High School district and the eighth grade graduates of this district are entitled to free tuition in any recognized high school of the state. There are an average of two hundred graduates each year in the Non-High School district.

When the Northwest Territory was surveyed and made into Congressional Townships of six miles square, the sixteenth section of each township was set aside for school purposes. At first, Illinois had no definite policy in promoting schools. Men were appointed in each county to act as land agents in renting or selling parts or all of the sixteenth section. The land agents were called School Commissioners and Ex-Officio Superintendents of Common

Schools. David W. Beckwith was Vermilion County's first school commissioner. He served in 1832-1834. John W. Murphy was the next school commissioner, serving in 1834-1843. Then followed N. D. Palmer, 1843-1850; William Allin, 1850-1852; W. A. Murphy, 1852-1854; N. D. Palmer, 1854-1858; Levi W. Sanders, 1858-1862; Ebon H. Palmer, 1862-1863; M. D. Hawes, 1863-1864.

The State Legislature changed the functions and the name to "County Superintendent of Schools" in 1863, and they were to be elected by the people. M. D. Hawes was the first to serve under the new name from 1864-1865. P. D. Hammond was next in line from 1865-1869. Then followed John W. Parker, 1869-1873, and Charles Victor Guy, 1873-1881. J. D. Benedict became superintendent in 1881 to succeed Superintendent Guy. Mr. Benedict came into office about the time additional powers and duties were granted to the county superintendent of schools. Previous to this time the office had been largely the duty of examining teachers for licenses and custodian of school funds and lands. More supervision of school was given to the county superintendent. Mr. Benedict was one of the leading superintendents to establish a system of monthly examinations in all rural and village schools. To make this new system to the county effective a definite course of study was outlined for the teacher to pass on to the pupils. A very sensible line of examinations were carried out through Mr. Benedict's term of office, which closed in 1889. Superintendent Benedict was in poor health about this time and he went to the forest reserves in Arizona where he staid until he fully recovered his vigorous health. He was then appointed by the President as superintendent of the Indian schools in the Oklahoma Territory. He was a great power in the educational affairs of Oklahoma after it was

admitted as a state. He lives today at Muskogee, Oklahoma, a living example of a long life of usefulness to boys and girls. A young man from Potomac succeeded Mr. Benedict. This young man was Lin H. Griffith, who has been the splendid and efficient county auditor for the past twelve years. Superintendent Griffith progressed rapidly in all modern ideas of education and by his frequent visitations to all of the schools, both rural and village, inspired the teachers and pupils to put forth their best endeavors. In 1899 Superintendent Griffith resigned as county superintendent of schools to become city superintendent of schools of the Danville schools. He was succeeded by another young man, R. B. Holmes, principal of the Danville Lincoln School. Mr. Holmes held the position from 1899 to 1906, when he passed the bar examination. W. Y. Ludwig succeeded Mr. Holmes, serving from 1906 to 1910. Mr. Ludwig carried on a progressive program and was considered one of the foremost educators of the state. He had made such a splendid record that in 1910 he was selected as one of the Assistant Superintendents of Public Instruction at Springfield, which he held for several years. He is now Deputy County Treasurer of Vermilion County. Mr. Ludwig was followed by O. P. Haworth in 1910, who served until 1923. Superintendent Haworth's slogan was, "High Schools for All Pupils." It was during his three terms of office that so many township and community high schools were established. He had a great deal to do with pushing these high school laws to a successful conclusion, in the State Legislature. The teachers, pupils and parents owe Superintendent Haworth a great debt of gratitude for his loyalty through "thick and thin" in promoting all of the sixteen township and community high schools in the county during his regime. His untimely death at Decatur,

Illinois, on October 26, 1928, was mourned by thousands of loyal pupils, patrons and friends. A high school memorial should be erected to his memory for his unselfish devotion to the secondary education of boys and girls. L. A. Tuggle, supervisor of manual training of the Danville city schools, followed Superintendent Haworth in 1923 and he is now on his second term of office of four years.

PRIVATE SCHOOLS

The outgrowth of the Georgetown Seminary, Danville Seminary, Union Seminary and the Vermilion Grove Seminary were finally the nineteen excellent public high schools of the county. Only one of the above schools remain in 1929—Vermilion Academy. The first building of the Vermilion Seminary was built in 1850 and used for thirty years. In 1873 the Quarterly Meetings Committee on Education of the Friends Church proposed a more advanced course of study and immediately subscriptions were taken and a brick building two stories high was erected and called Vermilion Academy. Some of the leading educators of the nation have served as president of the school. Students from all parts of Illinois and adjoining states have attended school at Vermilion Academy. The school has a large endowment fund so that upon the advent of free tuition in public township high schools, scholarships and tuition were discontinued in the Academy. One of the leading factors in building a strong course of study was George H. Moore, who came to the school in 1892. He gave unselfish devotion to the activities of the Academy for ten years. Many prominent people living in the county in 1929 graduated from Vermilion Academy. It is accredited with the University of Illinois, State Department of

Education and North Central Association for Colleges and Secondary Schools.

The first Lutheran school was established by the pastor of the Trinity Lutheran Church at the corner of Jackson and Harrison Streets, Danville, in 1863. As the church grew in membership, the enrollment naturally increased. Consequently, Professor G. Bernthal was called to take charge of the school in 1869. A new, two-story school building was erected in 1873 and a Mr. Zachow was added to the faculty. On October 20, 1878, Rev. E. Martins was inducted into office and G. Albers and A. Theiss were chosen to take charge of the school. A branch school was erected at Germantown to take care of the overflow. A second building became necessary at Germantown and a modern brick building was built on East Fairchild Street in 1883. Theodore Benecke was the new principal. This was the beginning of the Immanuel Lutheran School.

By this time the Trinity Lutheran congregation had grown too large for one pastor, therefore a new church was erected on East Fairchild Street and adopted the name "Immanuel Evangelical Lutheran Congregation." Rev. E. Berthold was installed as pastor August 16, 1896, and soon thereafter the congregation built a fine two-story brick school building. All of the elementary grades are taught. For many years William Erdmann has been the progressive principal and his eighth grade graduates are admitted to the public high schools on the same footing as graduates of the public schools.

The property of Trinity Lutheran Church at the corner of Jackson and Harrison Streets was sold and fine school and church buildings were erected on East Main Street just east of the Chicago & Eastern Illinois Railroad, in 1914. All eight grades of the elementary school are taught

in the Trinity Lutheran school and W. C. Poll has been the efficient principal since 1904. Professor H. G. Schroeder has been with the school since 1910 and Miss Renate Martens since 1898. Mr. Poll's eighth grade graduates are also admitted to high schools on the same high footing as the pupils from "Immanuel" School.

The Olivet University was established by the Nazarene Church at Olivet in 1908. Olivet University is built in a beautiful sugar tree forest and its college hall and dormitory set back off the public highway make a beautiful environment for the students. Doctor Franklin was the first president. One professor, T. S. Greer, has taught continuously in the university since 1909. Students from all over the United States attend Olivet University. One of the courses of this university, famed for its excellency, is music. A four-year accredited high school is carried on in connection with the university. Miss Mary Nesbit, of Catlin, was one of the leading educators in establishing Olivet University. A large endowment is being collected from various sources so as to put the university on the accredited list of the North Central Colleges. Sixteen teachers are employed.

Saint Patrick's Catholic School was opened in 1891 with sisters of the Holy Cross in charge. The Catholic parochial schools have been in existence intermittently since the early sixties, but did not become an institution of the Catholic Church till in the eighties. Saint Patrick's school teaches all of the elementary branches and also vocal, violin and piano music. The eighth grade graduates are admitted to the public schools on an equal basis with all eighth grade graduates of the county, which shows its high standard maintained. Saint Patrick's school is located at the corner of Main and Park Streets, Danville. It is a

modern brick building. The late Rev. P. J. O'Reilly, who was later Bishop of Peoria, was the pastor of Saint Patrick's Church at the time Saint Patrick's school was opened in 1891. Sister Superior M. Francira is the splendid and excellent principal of the school. Seven teachers are employed.

On Saint Joseph's Day, 1873, the Saint Joseph's school society was organized in Danville. In 1874 a site was purchased from Mrs. William H. Scott, on Quincy Street, then known as Park Avenue, just north of the John Beard residence, Danville. A frame building, twenty-four by forty, was built and was in active use until 1890.

In the beginning parents paid seventy-five cents tuition per month. If more than one child from a family was attending this school, the second required fifty cents, the third twenty-five cents, and only the fourth and thereafter were free. Persons who had no children attending school were likewise expected to contribute seventy-five cents monthly to the support of the school. About 1888 the school was made a free school and has practically remained so to this day. B. A. Rose was one of the first teachers. Leonard Hahn taught for three years and before him for a few months a certain Mr. Miller, of Cincinnati. The first Sister to teach was Sister Rosalia, who taught alone for a year. Other pioneer Sisters were Sister Rose, Sister Germana, and Sister Alexia.

The old frame building on Quincy Street proving inadequate by 1890, a new brick building was built on the corner of College and Green Streets. Frank Schroeder, Sr., had charge of the brick laying and John Stuebe had charge of the carpenter work. This building continued in use for school until 1927, when it was torn down and replaced by one of the finest modern school buildings in the state.

Sister Agreda was principal of Saint Joseph's school for several years and during her administration the school reached a very high standard. Her eighth grade pupils have no difficulty in passing the county examinations prepared by the County Superintendent of Schools and are admitted to all public high schools without further examination. Sister Honoria is the efficient principal in 1929. Many prominent professional and business men of the parish have gone to school at Saint Joseph's school. Three teachers are employed and eighty-five pupils attend this school.

Saint Mary's Parochial school was established in Westville in 1903. The brick school building is modern and has ample facilities for all phases of school work. Tuition is charged according to the number of children attending school from each family. All of the elementary subjects are taught and the same relative high standard is maintained as are the other parochial schools of the county. Sister M. Berno is the splendid and efficient principal. Four teachers are employed.

Saint Anthony Parochial school was established by Sister M. Prospera and Sister M. Beatricia, at Hegeler, on September 12, 1926. These Sisters were from the "Sisters of the Holy Cross" from Notre Dame, Indiana. This school started with an enrollment of sixty-five pupils and the present enrollment is seventy-four. All of the elementary branches are taught and the same high standard obtains similar to all the other parochial schools of the county. Tuition is charged according to the grade the pupil is in. Sister M. Prospera is the efficient principal.

Browns' Business College was established many years ago in Danville and was very successful and flourishing. Hundreds of successful business men have received their

first business training in Brown's Business College. R. M. Utterback established Utterback's Business College in the southwest corner of Redden Square in Danville in 1925. In November, 1926, these two colleges were consolidated and is now known as "Utterback's Business College." A full course of all subjects necessary for a complete education in all kinds of industry is carried on by the school. The school has a splendid night course of study for those who have to work in day time. Five teachers are employed and R. M. Utterback is the highly efficient principal. Mr. Utterback has won the respect and admiration of the business men by his splendid knowledge of the needs of the commercial, business and industrial world.

Greer College was established and endowed by John Greer in 1891 at Hoopeston. For many years, Greer College flourished and gave the usual degrees of Bachelor of Arts, Bachelor of Literature, Bachelor of Science, etc. At the time Greer College was built, it met a great need in the educational life of Vermilion County, but as it was non-sectarian, the advancement of public high schools soon caused the attendance to fall off and subsequently became the John Greer High School, as related elsewhere in this history.

CHAPTER XIX

THE DANVILLE CHAMBER OF COMMERCE

(By H. Ernest Hutton, President)

EARLY COMMERCE CLUBS—THE ONE HUNDRED THOUSAND CLUB—ADVENT OF THE CHAMBER OF COMMERCE—A SUCCESSFUL PROGRAM—RECORD OF ACHIEVEMENTS—DETAILED STUDY OF CITY—SPECIAL COMMITTEES—FAR REACHING ACTIVITIES—MEMBERSHIP—THE “DANVILLE PLAN”—OFFICERS—“100,000 IN THE MAKING.”

The story of the civic progress of Danville begins in the log cabin store of the pioneer. As the settlement became a town and then a city, its civic movements were inspired by intermittent suggestions of enthusiastic and far-sighted citizens.

Around the stove of the merchant's store were discussed the industrial, political and civic problems of the town. If the owner of a blacksmith shop indicated a desire to move to Danville, some enterprising citizen might magnanimously donate a couple of vacant lots to the owner of the new enterprise as an inducement to locate in Danville. If Vermilion street became impassable for foot traffic from one side to the other, because of a mire of mud, some enterprising merchant on one side of the street would take up the subject with some merchant on the other side. This important civic proposition was advanced as a general subject of evening store discussion on each side of the street.

Sooner or later public opinion was crystallized. A subscription list was headed by the ambitious merchant who conceived the idea. With the money so raised, a cinder foot path, like a bridgeway over a swamp, raised high and dry and hard, cemented the business interests of the east and west side of Vermilion Street.

As the town grew into a city and the city grew in size and population, its civic and industrial problems increased in magnitude and importance. The dreams of its enthusiastic citizens would be publicly discussed. Perhaps the dream always remained a vision. Perhaps the discussion resulted in the spontaneous appointment of a committee to investigate; to consult with the city officials; or, perhaps, to take some definite action and to report to a voluntary public meeting expected, later, to be assembled. For years the public interest centered in agriculture. The raising of crops and markets for crops like a barometer, affected the prosperity of the merchant. The business of the merchants of the city virtually determined the degree of prosperity the city was enjoying. The agricultural fairs were the great annual events. The amount of daily deposits in a bank did not determine the volume of trade. The farmer brought his products to town and exchanged for products, not money, for goods, wares and merchandise.

Until some thirty years ago, the industrial and civic problems of this city, like that of most other smaller cities in the middle west, was inspired and guided and promoted by the unorganized effort of the single citizen or voluntary group of business men, in the community.

The development of coal near Danville brought great wealth to this community. Uninvited, outside capital, now and then took up its residence here. The great corn belt of Illinois surrounded Danville and added vastly to its in-

come. Danville was strategically located on railroads connecting the east with the new west; and the north with the south.

The vast natural wealth and advantages of the middle west was drawing a population stream from the east. Danville, as did other cities, grew and developed in spite of lack of organized effort.

But free and cheap lands were soon gone. A sturdy city was developing every twenty-five to fifty miles. Competition for sales and trade markets was increased. Each city was jealous of its population figure; and sought to pass that of its chief rival. It was usually to be observed that the strength of a community depended upon its material prosperity. With material prosperity streets could be paved; parks could be beautified. Recreation and entertainment, labor and capital, happiness and prosperity all followed the path of factories and industries, products of the soil and of the machine.

One city began to realize that it was a keen competitor of all others. It wanted more factories and more people, and, it was determined to get them. If a factory would not come to and locate in a city, because of its natural economic attraction to that factory, then, such factory should be induced to come.

And so there grew up the system of subsidizing industries. Commerce Clubs and Industrial Clubs were organized. They were composed of the most aggressive and responsible citizens of the community. These clubs were the organized agencies to secure for the community at large, more population and more industries. To secure a factory the citizens would purchase a valuable site or construct an entire factory building and present same to the owner of a factory in some other city, if he would re-locate his busi-

ness. If a factory building was not an acceptable present, then the citizens might collect a large sum of money and present it to the factory owner. Perhaps the plan necessitated the subscription of thousands of dollars of the corporate stock, by the residents of the community.

The owners of industries soon caught the spirit of the times. The locating of their industry, was, in effect, put up at public auction. It went to the highest bidder. It often was more profitable to sell the agreement to move the location of an industry, than to pursue the operation of the enterprise itself. The result was, that many an industry remained in a community the number of years, only, its contract required it to stay. Often, such industry employed the certain minimum number of employees, only, so long as it was compelled so to do, by the terms of its contract, under which it had secured a rich bonus.

This extravagant competition of literally buying industries to induce them to locate in a municipality, in fact, exists at the present day. However, many cities have come to consider such plan bad economics. Danville has gone through the period of making huge presents to induce an industry to locate in this city.

Danville has had several organizations in the last thirty-five years calculated to increase the population of the city and the securing of new industries. There was an Industrial Club organized. A One Hundred Thousand Club existed. A Commerce Chamber flourished for some time and finally the Danville Chamber of Commerce was organized and incorporated February 25, 1916. One of these organizations adopted the plan of selling to the citizens vacant lots in Oaklawn. From the money acquired and inducements offered, the Chicago and Eastern Illinois Railroad Company moved its shops from the location at the

old junction to the east part of Danville which was called Oaklawn. The principal shops of the Chicago and Eastern Illinois Railroad Company were preserved for Danville and were developed into one of the most modern electrically equipped railroad shops in the United States. The investments in lots were good investments for the citizens because the Oaklawn division of Danville thrived and flourished and hundreds of homes were built.

The Danville Industrial Club was organized. Large sums of money were raised by dues and subscription and donated outright to secure a few industries. The Industrial Club seemed a grand success. It fostered progress. It laid plans for a great metropolis of the future. To assist in raising money for such purpose, each citizen was urged to, and hundreds did, purchase lots in Tilton. Needless to say, most of the lots have never been worth much more than one-tenth of the amount paid for them. Modern factory buildings were constructed and several new industries operated for only the time required by their contract, and then moved away, leaving idle factory buildings. Such attempts were carried out in subsidizing a glass factory.

These organizations, however, were a great movement forward. They showed what organized effort could do. Their experience has been invaluable to the success of the present day. They furnished a permanent organization, always available, to champion any cause beneficial to the merchant, the property owner, or the citizen at large.

Danville had become a large and important city thirty years ago. It was entering into a new era of prosperity. The Danville branch of the National Soldiers Home had been built and Chicago and Chicago and Eastern Illinois Railroad shops were to be re-located here. Danville was the source of a soon to be developed, great network of elec-

tric railroads. Several new steam railroads were soon to be built, giving enviable freight rates and freight connections to all parts of the country.

These clubs each lasted several years and then their ardor died down. Such purchasing of industries was thought by many to be an economic mistake. It was discovered that the busy man of affairs could not give the time needed to the details and manifold endeavors of an organized club. This developed a new situation. Industrial Clubs which could afford to do so, began to hire a trained secretary who would give his entire time to the affairs of the organization. The smaller cities could not afford to employ a trained secretary. The next best thing was done, however. Some citizen of the city in need of a permanent position was hired to give his attention to the affairs of the city. At times enterprising young men were employed as secretaries. So in Danville for some ten to twenty years, there followed a period of paid secretaries whose experience was that obtained in some other line of endeavor than the particular calling of commerce work. Many of these men were energetic and ambitious. The city profited greatly by their efforts. Among those whose work for the interests of Danville, are still remembered, may be mentioned Jerry McNichol, a reporter on The Commercial-News, who left the newspaper field to serve the city at large; the late Harry Roseman, former traffic manager of the Big Four Railroad Company; Mr. Vaughn and several others.

The organizers of the 100,000 Club, which was formed about twenty years ago were: William A. Noll, John J. Belton, Lawrence T. Allen, Frank D. Brandt and R. Allen Stephens. The club, which had its headquarters at No. 6 East Main street, had for its object "to further the indus-

trial growth and civic welfare of Danville. One of its accomplishments at the time was to bring the Three Eye baseball league franchise to Danville, a league club being maintained here from 1910 to 1913. The Chamber of Commerce was of material aid in establishing another Three Eye League club here in 1922.

The necessity of a paid full time secretary who occupied the relative position of the general manager of a big business, was felt more and more as years passed. The trained secretary-manager movement has grown to such extent, that many of the leading colleges and universities of the country now have special courses for the training of men who expect to enter the secretarial field of Chambers of Commerce. Competition is becoming keener every day between the aggressive cities of the country.

With the passing of the Danville Industrial Club, the 100,000 Club and like organizations, the Danville Chamber of Commerce was organized and incorporated February 25, 1916, by the following public spirited men: Harvey C. Adams, Julius W. Hegeler, W. E. Fithian, George W. Telling, Thomas J. Cossey, W. H. Van Valkenburgh, J. E. Johnson, J. S. Emery, Arthur Worrell, Otto Schultz, Frank W. Butterworth and William B. Murray. It determined to profit by mistakes of the past. It secured an experienced secretary, Pete Wills. Mr. Wills left Danville in 1919. He was followed by Allan T. Gordon, who served as secretary until 1928, when he resigned and was succeeded by the present acting secretary, Clifford C. Simpson.

Harvey C. Adams was president of the Merchants Association. This organization, together with the Industrial Club, preceded the formation of the Chamber of Commerce in 1916. Because of the duplication of effort, the Industrial Club disbanded and President Adams of the Mer-

chants Association and others, organized the Chamber of Commerce of which W. E. Fithian became the first president. Mr. Fithian was followed as president by the following men: William Johnson; W. B. Murray who, as vice-president, filled the vacancy caused by the resignation of Mr. Johnson; John G. Hartshorn; H. C. Horneman; E. Dean Huber and the present incumbent, H. Ernest Hutton.

George W. Telling, president of the Commercial Trust & Savings Bank, has been treasurer of the Chamber of Commerce since its organization.

The Danville Chamber of Commerce rented quarters on the second floor of the building at 29½ North Vermilion Street. There, was collected all data of the activities of the Danville Industrial Club and of former related organizations. A fire destroyed the building and its contents including all such historical data.

After the fire, the Danville Chamber of Commerce took a long time lease on the brick structure located at the Northwest corner of Walnut and North streets. It sub-rents offices on the second floor to the Vermilion County Farm Bureau.

New policies were determined upon by the Chamber of Commerce. It purchased a large tract of land in the northeast part of the city adjoining the railroad right of way of the Peoria and Eastern Illinois Railroad. This was called The Danville Industrial addition. A free site was to be given a factory acceptable to the Chamber of Commerce, which would move to Danville and finance itself.

The Chamber of Commerce entered upon a modern system of functioning, with results. It was seen that to be effective over competitors, Danville should be more alert and combative than it had been in the past. Among other

endeavors pursued a few years ago, the Chamber of Commerce, at great cost of time and effort, had a detailed study made of the city. Vast statistical information of its resources was obtained and classified. Many geographical, natural and economic advantages of Danville were tabulated and printed. Thousands of pamphlets containing such information are constantly being sent to all parts of the country.

In 1927, a special committee spent months in the preparation of an accurate book detailing the resources and statistics of Danville. This book contains seventy-one pages. It is printed upon fine glazed paper, at great expense. It exhaustively treats and classifies all industries and departments, civic, governmental and domestic. Information is shown by charts and maps. This book was indexed and covered the following subjects in regard to the advantages and resources of the city of Danville: General Information, Markets, Transportation, Labor, Raw Material, Living Conditions, Recreation, Public Utilities. Mineral Resources, Survey and Analysis. A mere recital of the above subjects shows the exhaustive manner in which the Chamber of Commerce functions. Thousands of copies of this "Fact book of Danville, Illinois," have been distributed.

A modern city is divided by its interests, in different groups and classes. Each group or class, as a rule, is interested almost solely in the problems of its class; churches represent the religious life of the community; the city government, the political aspects; the charitable organizations, relief problems; trade unions and merchant associations, questions of labor, purchase and sale:—but the Chamber of Commerce is the heart of the entire community.

The activities of the Chamber of Commerce are far reaching. It is not political, religious or partisan. It represents all. Because of its large membership, it is a very representative and powerful organization. It works through committees and its board of directors. It insists that its committees recommend action, only, after thorough investigation and study. It determines and it translates public desire on a given subject, to the city government. The city government is always glad to thus learn the desire of the people and to carry out such desire, if practicable. Such translated public desire may be for a new park, a bathing beach, establishment of an airport, new pavements of streets and alleys, or new laws. The merchants may have a problem whose solution is for the common benefit. The Chamber of Commerce is ever ready to assist in every economic and civic management for the betterment of the city of Danville.

The auditorium in the Chamber of Commerce building is open, rent free, to all public organizations who have no permanent headquarters. Free quarters are given to the Danville Community Chest, Red Cross, Associated Charities and Traveler's Aid Society.

In this auditorium there have been collected more than five hundred directories of leading cities of the United States. New directories are added each year. This directory service is very valuable at times, to the citizens and the use of the directory is free to all.

The Chamber of Commerce is undoubtedly the most powerful organization in the city. It has no competitor. Its record is the record of the recent growth of Danville. On January 1, 1930, there were nine hundred memberships in the Chamber of Commerce. Since that date thirty new members have been added, up to March 1, 1930.

The substantial data of the Chamber of Commerce shows the growth, wealth and progress of the city of Danville. This may be illustrated by figures for 1929. In that year, fifty-two reporting industries showed a total pay roll of more than fourteen million seven hundred and fifty thousand dollars, and an employment average of ten thousand five hundred. Twenty-four reporting plants showed an increase of eight hundred and thirty-six employees during the year and thirty-five reporting enterprises showed an investment for the year 1929, in new buildings and equipment, of more than three million two hundred and fifty thousand. During the past year, seven new factories have been secured for Danville, which either are now operating or whose buildings are now being actually constructed, which new industries, when operating, will have an annual pay roll of more than a half million dollars and a total investment of buildings and equipment of more than eight hundred and twenty-six thousand dollars.

During the last two years, the membership of the Danville Chamber of Commerce has increased from four hundred to the membership above stated. Fifty-three committees shared the responsibility and enthusiastic endeavor to preserve the marked increasing development of the city during the past year.

In addition to the system of organization and use of a full time paid secretary, Danville has employed an all time paid assistant secretary. Earl S. Ward is the present assistant secretary. His duties are to care for all details possible and thus to enable the secretary to give his personal attention as far as possible, to the major problems of the organization. One full time stenographer, Miss Dorothy Taylor, and assistants from time to time, complete the office force.

Growing out of its past experience, Danville has recently created the so called "Danville Plan." An industrial foundation fund of some one hundred and twenty-five thousand dollars has been raised. Eighty per cent will be covered by a stock issue which will be paid back to the stock owners, at the end of ten years. Twenty per cent is a moving fund, voluntarily donated. The use of this money may be briefly explained as follows: Assume that the industrial committee of the Chamber of Commerce has located an acceptable factory in another city, which would be a desirable addition to Danville, and which will relocate in Danville. Let it be assumed that this enterprise will need forty thousand dollars for the construction of a new modern factory building. The Chamber of Commerce will present a ground site free. A building and loan association of this city will loan sixty per cent of the value of the building. The owner must advance twenty per cent of the cost of the building. The Chamber of Commerce then, out of its Industrial Foundation Fund, will loan the owner a sum not exceeding twenty per cent of the cost of the construction of the building, which amount to be advanced by the Chamber of Commerce. In no case shall it exceed thirty thousand dollars to any one factory.

This entire expenditure will be controlled by the joint management of the directors of the Danville Industrial Foundation Fund and the Danville Chamber of Commerce, cooperating with the building and loan association, which, in a given case, may advance money on construction of the factory building.

Title to the real estate is placed in the name of a trustee. A contract for deed is executed by the trustee to the owner, agreeing to convey title only when the amount advanced by the Danville Chamber of Commerce, from the

Industrial Foundation Fund, with interest, has been repaid and when the dues on principal and interest of the building and loan association loan, together with all general taxes and special assessments, have been fully paid and satisfied to the date of repayment in full to the Danville Chamber of Commerce.

In addition to loaning this sum of money, it has been determined to be sound economics to make a limited inducement to the industry. Following out such plan, the Chamber of Commerce will move, free, the machinery and equipment of such industry from its present location to the new factory site in Danville. The Chamber of Commerce furthermore will move, without cost, the household goods and effects of those skilled employes of the industry, which must be, by the owner, brought to Danville. It is thought that the acquisition of skilled employes and their families, is to the city at large, well worth the cost of moving their household goods. Experience has shown that the officers and superior agents of the new industries are purchasers of some of the best property in the city. Those who rent, desire and rent houses of value and often later become purchasers of very substantial residences. Their trade with the merchants is a good asset. The "Danville Plan" therefore, assumes that it is a fair trade to the business man of the community to pay the moving expenses of the officers and higher class of employes of an industry coming to this city.

The expense of moving machinery and equipment and household goods is paid out of the twenty per cent above mentioned, which is called a moving fund, which, when paid out, is not returned.

The owner so coming to Danville to prosecute his industry, by his contract, pays monthly on the principal and

interest of the loan to the building association and to the loan so made by the Chamber of Commerce on the construction of the building. As soon as the amount advanced by the Chamber of Commerce, with interest, is paid back, the owner is entitled to a deed subject to the then existing loan in the building and loan association. The money thus received back into the treasury of the Industrial Foundation Fund is again available to be turned over and used in another factory building. And so on the money is turned over and used for ten years, at which time the moneys advanced for stock in the Industrial Foundation Fund will be paid back to those who advanced same, or their heirs.

This "Danville Plan" has been followed with marked success for two years. It will be pursued in the future. It seems to be the best solution to date, of the problem of forced growth of municipality development. The efforts of these organizations is shown by the development of this city. The increase of population of 1910 over 1900, was seventy per cent; of 1920 over 1910, was twenty-two per cent; 1928 over 1920, was over forty-four per cent. An increase of over two hundred per cent from 1900 to 1920 and over three hundred per cent from 1900 to 1928, the latest listed figures published, shows the results of aggressive civic organization.

The progress of Danville during the last ten to thirty years, reflects the efforts of these organizations through whose endeavors marked progress is shown. School enrollment in 1920 was seven thousand, and was practically nine thousand in 1929. The value of residential buildings in 1921 was four hundred and thirty-seven thousand dollars; in 1929 more than one million one hundred thousand dollars. The value of manufactured products of 1900 amounting to one million nine hundred thousand dollars,

was fifteen million dollars in 1927. Assessed valuation in 1900 was two million dollars; in 1928 it was thirty-one million, two hundred and fifty thousand dollars. Bank deposits in 1910 were four million eight hundred thousand dollars; in 1928 more than eleven million dollars. Investments in building and loan associations in 1900 were two million two hundred fifty thousand dollars; in 1929 thirty-one million nine hundred thousand dollars. Newspaper circulation in 1900 was eight thousand seven hundred sixty-four; in 1929 was twenty-nine thousand five hundred. Such data is uncontrovertable proof of the marked growth of the city of Danville.

Activities of the Danville Chamber of Commerce may be further appreciated by knowing that, in 1929, fifty-three committees functioned on the various problems allotted to them. In that year the board of directors held twenty-eight meetings.

A strict budget system has recently been adopted. The budget is adopted the first of the year and is strictly adhered to. The books of the association are audited by certified public accountants. Before a check may be cashed, it must be approved by and countersigned by four different officers.

In 1929, fifty-seven different industrial propositions were investigated by the industrial committee and board of directors. Many were found to be merely bonus seekers. Seven acceptable ones were secured for Danville. Only well established industries are sought. Only industries are desired which will not, by improper competition, injure the success of any existing like industries. The Chamber of Commerce, at all times, cooperates with the various service clubs of the city. One item of cooperation is reflected in the establishment of large sign boards advertising the

city of Danville and the service clubs paying for same. Two of these boards have been located along the Dixie highway south of Momence, and east of Watseka. One is located near Veedersburg, Indiana. There is one near Marshall and one near Effingham and the sixth is west of Champaign.

The Danville Chamber of Commerce is the powerful booster of the city. It tells the interested investor and the factory owner, who may be induced to move to this city, that over twenty-three million people live within three hundred miles of Danville; that freight rates to all points south, east and west are as low as those from Chicago; that eleven freight carrying lines, in addition to numerous motor freight trucks, radiate in every direction from the city. The Chamber of Commerce tells such interested persons that Danville has an inexhaustible quantity of coal at its very door. It lures a stranger to make his home in Danville by assuring him that it is preeminently a city of homes, of schools, of churches, of parks, of magnificent public buildings of natural beauty and wealth. The Chamber of Commerce does not forget that Danville is the hub of the first hard road system ever constructed in this state; that Danville is intersected by the two main highways of the country, one from Chicago to Florida called the Dixie Highway and one from the Atlantic to the Pacific called the Ocean to Ocean, or, Pike's Peak Highway.

To further crystalize public support of the Chamber of Commerce, the board of directors in January, 1929, held a community banquet. The estimated attendance was five hundred. The actual number of persons seated at the banquet tables was nine hundred. The auditorium of the Masonic Temple located on West North Street, was filled to capacity and over two hundred persons were denied places

at the tables. The banquet was voted to be an annual event. The second annual banquet was held on January 21, 1930, in the immense armory building on Hazel Street. One thousand one hundred and seventy-eight reservations were made. Again more than two hundred applicants could not be accommodated. This banquet was the largest of its kind ever held in any city of the United States. It was estimated by the famous war correspondent, Floyd Gibbons, who was the chief speaker at the banquet, of 1930, that should the Chicago Chamber of Commerce give a banquet with like attendance in proportion to the population, that there would, in Chicago, sit at the banquet tables at one time eighty-three thousand people.

The board of directors of the Danville Chamber of Commerce consists of twelve members. Four new members are elected each year to serve a term of three years. The officers and members of the board of directors of the Danville Chamber of Commerce of 1930, with their business and vocations, are as follows:

President, H. Ernest Hutton, lawyer; first vice president, W. J. Parrett, manager of the Commercial News; second vice president, Harry Payne, general manager Danville division Illinois Power and Light Corporation; treasurer, George W. Telling, banker; secretary, Clifford C. Simpson; assistant secretary, Earl G. Ward; stenographer, Dorothy Taylor. Board of Directors: W. M. Acton, lawyer; R. R. Bookwalter, lawyer; C. F. Carter, business man; John Cathcart, banker; H. F. Espenscheid, building and loan and insurance; C. B. Hall, transfer and storage; E. Dean Huber, realtor; I. H. Louis, merchant; Alphonse Meis, merchant; W. J. Parrett, manager The Commercial-News; Harry Payne, manager Danville division, Illinois Power and Light Corporation; Fred Spivey, merchant.

Every officer and member of the board of directors is a prominent citizen of the community. He is a man of affairs. His time is his most valuable asset. Yet, unstintingly, he gives of his time and experience, gratis, to the good of his community. Only the secretary and assistant receive pay for services rendered.

And so, the story of Danville's industrial and civic progress which began in the log cabin, is ever unfolding. The slogan of the Chamber of Commerce for Danville is "One hundred thousand—in the making." The Chamber of Commerce is working along scientific lines. Lost motion has been eliminated. Results are speaking. The industrial future of Danville is bright. In a few years it will certainly have reached its population goal. Without the Chamber of Commerce, its trend would have been downward. The Chamber of Commerce is the heart of all activities of the municipality.

CHAPTER XX

THE DEVELOPMENT OF HIGHWAYS IN VERMILION COUNTY

(By W. S. Dillon, County Superintendent of Highways.)

TRAVEL IN THE EARLY DAYS—THE "OLD PLANK ROAD" OF 1843—LE-
SEURE'S LANE—BRIDGES—FIRST BRICK ROAD—VARIOUS BOND ISSUES
—TICE ROAD LAW OF 1913—IMPETUS TO BUILD ROADS—TOWNSHIP
ACTIVITY—SUCCESS IN "PULLING DANVILLE OUT OF THE MUD"—
COUNTY CONTRACTS.

The history and development of roads in Vermilion County is a big subject.

The County of Vermilion was founded in 1826 and the roads at that time were dirt, and in the spring and rainy season they had no bottom. Travel in those days was on foot, horse back or in buggies or wagons and in the rainy season on foot or horse back. The work on the roads in those days was done by the residents of the county to work out their poll taxes and consisted in dragging and grading the dirt roads.

As time went on, attempts were made to improve the dirt roads and in a great many places where the roads were hard to drain and very bad for considerable length of time, the commissioners would build what was called a corduroy road. These roads were built of poles from six to twelve feet long by four to six inches in diameter and

placed across the line of travel. If one should run onto one of these relics of roads today, the jolts he would receive would be a lasting if not an injurious memory. In localities where gravel could be found, the commissioners would haul it onto the road, dump it in ridges and let the traffic iron it out. Some roads in some places were made fairly good in this manner.

The first real attempt to pull Vermilion County out of the mud was made in 1843, when a company was formed to build a road from Georgetown to the Wabash river at Perrysville, Indiana. Timber was plentiful in those days and the road was built of plank and was called the "old plank road." The old toll gate was in the vicinity of the east end of Ninth Street, according to old residents of Georgetown. This probably was the only toll road ever in Vermilion County, and according to history, was the first paved road west of the Alleghany Mountains.

In recent times and during the construction of our modern paved roads, parties at various times have taken advantage of gaps in the roads, where it was necessary to detour and have charged a small sum for each vehicle crossing a corner of their lot or land. On a detour through Belgium Village at one time, was a very bad mud hole, and nearly every car passing there would stick in the mud. A man living nearby would pull them out for a few dollars. The strange part about it was the mud hole would not dry up even after all the balance of the road was in good shape. Upon investigation, it was found that the man spent his nights in filling this place with water and until stopped by the authorities made quite a nice sum.

From 1843 on until about 1894, the roads were maintained by dragging, grading, cutting down hills, draining and graveling. As the country became more settled, more



OLD COUNTRY CLUB, HARRISON PARK, DANVILLE



NEW COUNTRY CLUB, DANVILLE, ILL.

money and material were available and the commissioners of highways who were the supreme authorities in road matters, built some very good roads. One of the earlier roads in Vermilion County worth mentioning was the pike road from the city of Danville west to Tilton and south on the Georgetown road to LeSeure's Lane or Fourteenth Street, as it is now known. This road was built with large boulders and covered with gravel and was an excellent road. The present brick pavement is just on top of these old boulders.

The cobble stone streets in the city of Danville on Vermilion and Main, were an early day pavement, which would not be tolerated in the present time, although they were good streets in those days and served their purpose.

The old bridges were all built of timbers and most of them were covered. The old red bridge just to the west of the present Gilbert Street bridge was an old landmark in Danville until some time in the nineties. This bridge was built just before the Civil War and was as fine a type of covered bridge as there was in the country. Many of the old residents can tell of creepy feelings, Ichabod Crane rides and mysterious happenings in the old bridge of long ago. One of the old abutments still stands on the south bank of the Vermilion just to the west of the magnificent new Memorial Bridge. The old red bridge had one abutment on each bank of the river and a pier in the middle. There is only one covered bridge left in the county at this writing, and it is a much smaller bridge than the old red bridge. It is across the Salt Fork at old Conkey Town, south of Muncie, Illinois.

The first brick pavement in the county was built on Franklin Street in the city of Danville from Main Street to North Street, in about 1886. A few years after this,

about 1894, the commissioner of highway of Danville Township with township funds and private subscriptions, built the first brick pavement in the county outside of the city. This pavement extended west from the city limits west of the old Parle homestead, west about one mile to the railroad crossing near the present Johnson Oil Station.

From 1900 to 1910, the state of Illinois furnished crushed rock free at the penitentiaries for roads. The commissioner of highways took advantage of this offer and paved with crushed rock, the road from Greenwood Cemetery to the Georgetown road. The construction of this road was under the supervision of a state inspector and was built according to state specifications. This was a very good road of its kind, and gave good satisfaction until replaced in 1927 with a modern concrete slab. During this period, the commissioners of highways of several different townships voted bonds or special taxes for gravel or stone roads and built several miles of good stone roads. Some of these roads were built under good engineering control and others were built by the commissioners alone, but by a liberal use of stone, most of these roads built at that time gave good service, but gradually wore out and were finally replaced by concrete.

Elwood Township took the lead in this type of stone road and built more miles than any other township. Ross Township and Jamaica also built a considerable mileage of this type of road. In 1910, Danville Township voted a bond issue of \$80,000 to pave with brick two miles west of Danville from Amos Corner south to Hillery and then one mile east to the pavement; also three miles south from the city limits to the north line of Belgium and from the city limits east of the Soldiers' Home, east to the state line. These roads were all built of brick and were fine pavement,

although the three miles south of Danville has since been replaced by a wider road built of concrete. Previous to this, Danville Township had done considerable paving around the Soldiers' Home.

As far back as 1906 the Legislature had passed some good road laws and had created a state road department. This department gathered statistics from other states and countries, experimented with various types of roads, aided the commissioners in getting stone for the roads, gave engineering advice in regard to roads and bridges and carried on road propaganda.

This finally resulted in the enactment of the Tice Road Law, in 1913, which with various amendments, is the law under which we operate today. Up to this time, the management of all roads in the state was in the hands of local officials, but with the advent of the Tice Road Law, a radical change in the management of roads in the state of Illinois was created, until now the Department of Public Works and Buildings in Springfield have absolute charge of all state bond roads and improved state aid roads. The department has an important voice in the improvement of state aid roads. The department also has some jurisdiction over all other roads, through the county superintendent of highways, who has certain powers over the commissioners of highways. With the advent of the automobile and the passage of the Tice Law a great impetus in road building in the state of Illinois was created. Illinois, at that time was classified as twenty-second in roads in the United States, and has since advanced, until now, she is among the first, and the good work is still going on.

In 1913, William S. Dillon, the writer of this article, was appointed under the Tice Law, as County Superintendent of Highways of Vermilion County, and in December

of that year, attended the first state road school at the University of Illinois at Urbana. At the date of this writing, he has just returned from the seventeenth annual state road school at the University of Illinois at Urbana, not having missed any of the seventeen sessions. This school has grown to be the most important road school in the United States.

The Tice Road Law also created in Vermilion County a great impetus for road building and during the winter of 1913 and the spring and summer of 1914, a campaign of education was carried on in Vermilion County in regard to roads and the bond issue.

The Vermilion County Good Roads Association was organized. The association had a president, secretary, assistant secretary in Danville, a treasurer, outside, and a vice president in every township.

Meetings were held in every town in the county. Speakers from the state highway department, public spirited citizens from any place in the county and others, made talks at these meetings, and explained to the people the plan for building the bond roads. Statistics were prepared and printed showing that the money spent on roads in Vermilion County in the last ten years had been more than the proposed \$1,500,000.00 bond issue. Pamphlets were printed and widely distributed, showing the benefits of good roads; notably "A Discussion between Mr. Glad and Mr. Blue" and a statement that the plan of the bond issue had been investigated and was a good thing for the county. It was signed and indorsed by forty-three business men, the Vermilion County Banker's Association, the Automobile Club, Medical Society, Good Roads Association, the Bar Association and the Danville Industrial Club. The slogan, "Help Pull Vermilion County out of the Mud," was

adopted. Cards were printed showing pictures of good and bad roads. Fifty thousand maps of the county were printed showing the location of the proposed bond roads.

The expense of getting out and distributing these pamphlets was borne by the Good Roads Association and donations from public spirited citizens, among whom, Gen. A. G. P. Dodge should be mentioned as giving financial assistance and help in other ways. O. M. Jones, who was the originator of the plans for good roads in Vermilion County, devoted a great deal of time to this work. After some time spent on the concrete roads in California, he returned to the mud roads of Vermilion County, and after an investigation as to money spent on roads in this county for dirt roads, during a period of ten years, decided that the same amount spent on permanent roads would be a saving to the community, better and more permanent roads.

A. R. Hall, of Danville, gathered the statistics and aided in various ways. These efforts finally culminated in the voting on November 3, 1914, of one million five hundred thousand dollars bonds by the people of Vermilion County for the purpose of building permanent roads. The vote for bonds was ten thousand four hundred and fifty-nine, and against bonds, eight thousand, nine hundred and seventy-eight, a majority of one thousand four hundred and eighty-one. The first state aid road allotment to Vermilion County under the Tice law was available in 1914, and together with the county's portion, amounted to sixty thousand dollars.

The field surveys for the first state aid road in Vermilion County was made in two weeks in February, 1914, and extended from the north limits of the city of Danville north sixteen thousand one hundred feet to a point where

the old Hubbard Trace turned to the east, about one-half mile south of the bridge over the North Fork River at Riverside Park.

In making this survey the state furnished one man, the county furnished three men, the county superintendent of highways and the transportation.

The contract was let for brick at Springfield on July 22, 1914. The cost of this section of road was \$54,865.82. The man furnished by the state on this survey is now one of the bureau chiefs at Springfield in the Department of Public Works and Buildings. The inspector on construction for this work, is now one of the district engineers for the state. The state man who first located this route has since been state highway engineer for the state of Missouri. The county superintendent of highways then is still the county superintendent of highways. This first state aid road was continued during 1916 until 9.43 miles were finally completed on the Dixie Highway to a point near Rayville, where the Dixie crosses the Illinois Central west of Alvin.

The completion of this stretch of road used up the state aid allotments to Vermilion County, amounting to one hundred and thirteen thousand, five hundred and eighty-five dollars. There has been no state aid allotment since 1918, although the county has received refunds on roads built by the county and taken over by the state as state bond roads.

On May 18 to 20, 1914, several members of the county board of supervisors made a trip to Detroit, Michigan, and inspected the concrete roads that had been built there at that time. From Detroit the party went on to Cleveland, Ohio, and inspected the brick roads there. Upon their return from this trip they made a report to the county board, which determined the policy of the board as to the amount

and type of road to be built by the county under the bond issue.

The fame of Vermilion County as a pioneer in roads, was spreading and on May 22, 1914, a delegation headed by the county superintendent of highways of Ogle County and composed of various county officials made an inspection tour of the paved roads in Danville Township.

From this time on, improvements of roads in the county grew to large proportions. Georgetown Township voted a bond issue in 1915 for \$65,000 and on February 26, 1916, bids were opened for the building of roads east and west and north and south through Georgetown and north and south through Westville. Contracts were let and in a short time, construction work started. The work in Georgetown was mostly completed in 1916, in Westville in 1917. These roads were of concrete twenty feet wide. The portion in Georgetown Township was the first concrete road laid in Vermilion County. At that time, very little was known about concrete construction for roads. The Association of Portland Cement Manufacturers furnished, free, two inspectors on the Georgetown work. The duty of these inspectors was to show the contractor the proper methods to carry on the work. They were of great service to the township and paved the way for a great many more concrete roads in Vermilion County.

About the same time that Georgetown Township voted their sixty-five thousand dollar bond issue, in 1916, the following townships voted bond issues as follows: Elwood, thirty-eight thousand dollars; Vance, thirty-five thousand dollars; Catlin, twenty-two thousand dollars; Sidell, twenty thousand dollars; Grant, five thousand dollars.

In 1919, the following townships voted bond issues as follows: Danville, fifty thousand dollars; Oakwood, sixty

thousand dollars; Middlefork, sixty thousand dollars; Georgetown, thirty thousand dollars.

These bond issues were all voted for the purpose of building pavements through the towns to connect with the pavements of the bond issue system.

For the building of stone and gravel roads, the following townships voted as follows:

Carroll, twenty thousand dollars, in 1917.

Jamaica, thirty-eight thousand dollars, in 1917.

Love, twenty thousand dollars, in 1919.

Butler, seventy-five thousand dollars, in 1919.

Elwood, twenty-five thousand dollars, in 1920.

Carroll, forty thousand dollars, in 1920.

Middlefork, ten thousand dollars, in 1920.

Jamaica, twenty-five thousand dollars, in 1920.

McKendree, twenty-two thousand five hundred dollars in 1921.

Sidell, sixty-five thousand dollars, in 1921.

Grant, one hundred thousand dollars, in 1921.

McKendree, seven thousand five hundred dollars, in 1922.

Jamaica, twenty-six thousand dollars, in 1923.

Sidell, thirty thousand dollars, in 1924.

Carroll, fifty thousand dollars, in 1924.

Jamaica, twenty-seven thousand nine hundred dollars, in 1926.

You might almost say that there was an epidemic of hard roads in Vermilion County during this period. Georgetown Township, also voted forty thousand dollars in 1922 for paved roads in the township.

In the fall and summer of 1914, after the county bond issue had been passed, the county superintendent of highways surveyed two hundred and thirty miles of road in

the county and prepared plans and specifications for the construction of the bond issue system.

The work was ready for a letting on May 1, 1915. About this time, suit was filed against the legality of the bond issue. On December 22, 1915, the Supreme Court in the case of John Goodwine, et al. vs. the County of Vermilion, handed down an opinion upholding the validity and legality of these bonds in every particular.

The Vermilion County road bonds of one million five hundred thousand dollars were advertised to be sold on January 20, 1916. The bonds were to be paid in twenty installments of seventy-five thousand dollars a year beginning June 1, 1916. One-third of the bonds were dated June 1, 1915, one-third June 1, 1916, and one-third June 1, 1917. The average payments on these bonds plus the interest was estimated at twenty-eight and one-half cents per one hundred dollars of 1913 assessed valuation, and to date the tax has run very close to that figure and the last bond will be paid in 1935.

As soon as the bond issue cases were settled, the engineering department for the county advertised for bids, and on March 14, 15 and 16 these bids were opened and read before the county board. The county board then awarded twenty-one and twenty-five hundredths miles of brick roads and one hundred and forty-four and nine-tenths miles of concrete, for a total sum of one million one hundred and forty-eight thousand five hundred and forty-three dollars and thirty-two cents. These roads were a slab ten feet wide with gravel shoulders, three feet wide on each side of the slab and a shoulder of earth seven feet wide, making a roadway thirty feet wide from shoulder to shoulder. The cost of the Portland cement for these roads was three hundred sixty seven thousand, five hundred and

thirty-four dollars and forty-five cents, making a grand total of one million five hundred and sixteen thousand seventy-seven dollars and seventy-seven cents. Work started on the bond issue system about the middle of May, 1916.

There were nine different contractors who laid approximately fifty miles of road in 1917 and eleven miles in 1918, leaving sixty-two miles of the system incompleted. Shortly after these contracts were let, the World War came on, prices of labor and material advanced and as time went on, it was almost impossible for the contractors to proceed with their work. They had contracted to do this work in two years and at the end of three years they still had sixty-two miles to build. The contractors should have been compelled to have completed their contracts within the time limit. By a little aid from the county, they could have done so, and would have saved themselves from a great loss and the county would also have saved themselves from considerable loss. Only one contractor of the nine finished his work. The others all failed. Some of the surety companies finished their contracts with their own contractors, and some of them made a cash settlement with the county. The county also relet on May 5, 1919, portions of the unfinished work totaling three hundred and seventy-two thousand four hundred and thirty-eight dollars and sixteen cents, and again on June 14, 1921, contracts were let, amounting to three hundred and twenty-seven thousand five hundred nine dollars and eighty-four cents.

The county bought fifty thousand dollars worth of road building machinery and went into the contracting business themselves. They built seven or eight miles of road on Route Nine, east of Hoopeston and between Rankin and East Lynn. After about one year, the county sold this machinery for ten thousand dollars. For some time after this,

on account of these failures, it was almost impossible to get contractors to bid on work in Vermilion County. Finally the one hundred and sixty-six miles were all completed at a cost of approximately two million dollars.

Shortly after this the state refunded to the county the cost of all state bond roads which the county had built. The county received approximately five hundred thousand dollars. The county superintendent of highways then prepared plans for about twenty-two miles of road which were completed in 1922, at a cost of two hundred and thirty-four thousand dollars to the county. A friendly suit in the name of the county was brought against the state for a refund of nineteen thousand on the bridge south of Georgetown. The county won the suit and this money was used in 1927 to build a connection from East Lynn north to the pavement in Iroquois County, costing the county twenty-two thousand eight hundred sixty-eight dollars and eighty-five cents.

In 1924 the county let contracts for the building of bridges and fills across Lake Vermilion. This work was completed in 1925 at a cost of one hundred and five thousand five hundred and five dollars and twenty-five cents. During 1925, the State Highway Department came into the county to widen Routes One, Nine and Ten. The department spent six hundred and fifty thousand dollars in the county at that time. In 1927, the state located State Bond Route Forty-Nine from the southwest corner of Vermilion County north along the west county line to Allerton; thence west one mile north to Ogden; east into Vermilion to the first road west of Fithian; thence north through Hope, east three-fourths of a mile; thence north passing Armstrong to the west and on through Rankin to the

county line. The county secured the right of way for this route mostly through donations and some condemnations.

This route was completed in 1929 at a cost of approximately six hundred thousand dollars to the state. The Kistler Hill cut-off was built in 1927 and 1928 at a cost of seventy-seven thousand and fifty-three dollars and fifty-three cents to the state. One of the biggest improvements to Danville was the western entrance to the city, bringing the old route from the Batestown school east into Warrington Avenue, which was paved by the state as Route Ten in 1924. The board in 1928 authorized the building of seven and one-half miles of pavement at Rossville, two and one-half miles at Westville, connecting Cheneyville to Route Nine and the connecting of Allerton and Route Forty-nine to the county pavement to Danville. These contracts cost the county two hundred and forty thousand dollars, one hundred and forty thousand dollars being furnished by Ross and Georgetown townships through bond issues.

It seemed as though another epidemic of bond issues had struck the townships in 1928 and in 1929. The following townships voted bonds, the proceeds to be turned over to the county for the paving of state aid roads:

Ross, one hundred thousand dollars, in 1928.

Georgetown, thirty-eight thousand dollars, in 1928.

Newell, one hundred thousand dollars, in 1929.

Blount, forty-five thousand dollars, in 1929.

Love, twenty-five thousand dollars, in 1929.

Butler, one hundred thousand dollars, in 1929 (seventy thousand dollars to be turned over).

Middlefork, seventy-five thousand dollars, in 1929.

The following townships voted bonds, the proceeds to be used in building gravel or stone roads:

Carroll, thirty thousand dollars, in 1929.

Vance, sixty thousand dollars, in 1928.

Catlin, sixty-five thousand dollars, in 1929.

Oakwood, one hundred thousand dollars in 1929.

In 1927, Danville Township voted forty thousand dollars for the paving of Fourteenth Street from Greenwood cemetery to Tilton, and in 1928, sixty thousand dollars to pave from Brewer south two miles to the pavement of the Rileysburg Road.

This article would not be complete without mentioning the sixty million dollar bond issue voted by the state in 1918 and the one hundred million dollar bond issue voted by the state in November, 1924; also the motor fuel gas tax voted by the Legislature in 1929. Vermilion County was in all these fights and a great many citizens gave a great deal of time and effort to put these issues over. All of the state bond issues in Vermilion County have been completed with the exception of Route One Hundred and Nineteen, from Armstrong in an easterly direction to the state line east of Bismarck, and possibly the widening and additional improvements on Route Ten. It is impossible on account of time and space to go into detail in regard to all the road activities in Vermilion County. Most that has been written has been in regard to the bond issues of the townships, county and state.

Few people in the county realize that, with completion of State Bond Route One Hundred and Nineteen, the state to date, will have spent considerable more money in the improving of roads in Vermilion County, than the county has spent; and that all the money spent in the county by the state comes from auto license fees.

When the motor fuel law gets under way, the county will soon go ahead of the state in the amount of money

spent on the roads in Vermilion County. There will be available to the county from the motor fuel fund approximately one hundred and twenty-five thousand a year. This, with other funds available to the county, will make it possible for the county to carry on a program of from ten to fifteen miles of paved roads a year such as are now being built.

The program for 1930 is about ready for awarding contracts and consists of thirteen miles in Butler and Middlefork townships, two and one-half miles in Blount, five miles in Newell, and two and three-fourths miles in Love, making twenty-three and one-fourth miles all together.

The members of the Hard Road Committee of the Vermilion County Board of Supervisors since the beginning of the hard road system to date, are as follows:

John W. Dale, O. M. Jones, Scott Johnston, W. S. Dillon, Mike Plaut, Thomas Atwood, W. I. Baird, George M. Wright, Gardy Woodburn, Charles Nelson, J. A. Green, Dr. F. P. Johnson, John Olmstead, William Topham, J. F. Van Allen, John A. Cathcart, Walter C. Lindley, J. C. Purnell, H. F. Espenscheid, John Holden, John W. Telling, L. W. Coe, Frank Johnson, Hugh M. Luckey, Fred Lloyd, W. F. Sheets, Fred Davis, George W. Stormer, A. W. Hawthorth, Henry Hulce, Fred Endicott, Bert Nicoson, Buell Snyder, Walter V. Dysert, William Moyer, W. F. Baum, W. H. Stephens, Percy Stephens, Robert Pettigrew, John Twomey, Elmer Wise, Charles E. Cox, Thomas Cossey, W. B. Reilly, Luther Alkire, J. A. McMillan, Perry Snyder, A. W. Cast, James Young, C. M. Brown.

These men have given liberally and freely of their time. They have had great responsibilities and many problems to solve. They have solved them to the best of their ability and have left "their footprints on the sands of time." They should have the thanks of all lovers of good roads.

CHAPTER XXI

THE CLAY PRODUCTS INDUSTRY

DANVILLE AS THE CERAMIC CITY—THE BRICK INDUSTRY—WESTERN BRICK COMPANY—CLAY PRODUCTS—A PROMISING FUTURE.

Danville may well be called the ceramic city. It is not only the home of the largest brick plant in the world, but contains five industries which depend upon clay as a raw material, either directly or indirectly.

Four of these industries have their plants here and the fifth operates a plant at Cayuga, Indiana, but maintains its headquarters in this city and does its part along with the rest in advertising the name of "Danville" to the world.

Danville-made products, of the ceramic variety, are shipped to all parts of the world, even faraway Chili and Japan, while one concern recently opened sales offices in London, England, and Beunos Aires, South America.

These five plants employ more than nine hundred men, not including the sales forces. They are among the most dependable industries of the city. The payrolls will run well over a million dollars a year.

The five industries are: Western Brick Company, Danville Brick Company, Acme Brick Company (plant at Cayuga, Indiana), General Refractories Company and the Advance Industrial Supply Company.

With the exception of the General Refractories Company and the Advance Industrial Supply Company, these companies all use low grade clay, which is found in abundance in this section. The General Refractories Company use a high grade clay for fire brick, which is shipped to the plant at Tilton from the clay beds in Missouri. The Advance Industrial Supply Company uses brick bats and tile, waste products of brick and tile works, which are shipped from all over the middle west, although substantial sources of this raw material are the Western Brick Company and the Danville Brick Company.

These companies promise Danville a brilliant industrial future. Four of the concerns have been here for years. The Advance Industrial Supply Company has only been in operation a little more than a year.

The Western Brick Company came to Danville in 1900. Frank W. Butterworth, president and general manager during business hours and a humanitarian at all hours, was attracted to Danville because of the excellent clay deposits here.

Mr. Butterworth is a practical brick man. He was reared in the industry and was connected with the Marion Brick Works in Indiana before coming to Danville.

The Western Brick Company owns three hundred and fifty acres of land underlaid with coal and shale. Electrification of the brick plant has curtailed the production of coal. The supply of shale may be said to be almost inexhaustible.

Shipping facilities, coal and shale were the three factors that drew Mr. Butterworth to Danville. The first two are available to all industries and have been important items in the development of the city.

The Western Brick Company established plants one and three, the first of which is near the western entrance to the city in Vermilion Heights and the latter south of Danville. Plant two was bought from the Selley Brick Company. This located just north of the west end of the Mill Street bridge and is now being used in the manufacture of haydite.

Haydite was placed on the market about three years ago by the company. It is a light weight aggregate for making concrete wall units made out of the regular shale by a patented process.

The capacity of the Western Brick Company's plants is one hundred twenty-five million bricks a year. This is often exceeded. Between four hundred and five hundred men are employed in the three plants. The company specializes in artistic facing brick in all shades and grades.

The officers of this company are: President, W. A. Gorby, Los Angeles, California; vice president and general manager, Frank W. Butterworth; secretary and treasurer, W. C. Rankin.

The Danville Brick Company was organized more than a quarter of a century ago. Face brick is its speciality and it was a pioneer in the production of colored brick. Paving brick was once a leading product of the Danville plants, but the inroads of cement and asphalt on highway and street construction work turned the brick plants toward the manufacture of brick for building purposes.

This plant produces around thirty-six million bricks a year. It employs one hundred and fifty men and has been in operation twenty-eight years. Brick from this plant has been used in homes and public buildings all over the United States. The Singer High School in Chicago is

a fair example of the type of building erected with Danville-made brick.

The Danville Brick Company is also a heavy shipper of brick to Toronto, Canada. Its officers are: President, Harvey C. Adams; vice president, Stephen M. Adams; secretary and treasurer, Thomas J. Hawkins.

The Acme Brick Company was established in 1906. Its plant is at Cayuga, Indiana, but it maintains its general offices in the Adams Building. This company specializes in "Persiantex" face brick and "Ryltyle" floor and roof tile. It employs seventy men and the plant has a capacity of twelve million bricks and tile a year.

The officers are: President, Charles N. Stevens, Evanston, Illinois; vice president and general manager, Douglas F. Stevens; secretary and treasurer, Miss Ethel M. King.

The General Refractories company in 1923 bought out the American Refractories Company, which began operations at the plant just west of Tilton in 1913.

This is a Philadelphia, Pennsylvania, concern, which operates fifteen plants in various parts of the country. It uses diastore clay exclusively and this is shipped from its properties in Missouri, about one hundred miles below Saint Louis.

This company produces four million bricks a year with a force of seventy-five men. This is the only one of the fifteen plants specializing in a super-refractory fire brick. The largest users of this brick are cement and steel mills. Between seventy-five and one hundred carloads are shipped abroad each year.

China, Japan, India, Australia and South America provide markets for the greater part of the export business.

W. J. Bates is superintendent of the Tilton plant and the Missouri clay fields.

Danville's infant clay-products concern is the Advance Industrial Supply Company, which erected the small plant just west of the Western Brick Company's plant one in Vermilion Heights.

This company, which operates a number of similar plants, became interested in Danville through the efforts of Frank W. Butterworth, president of the Western Brick Company.

It manufactures a roofing surfacing material from brick bats and tile. It started operations the last week in September and has a capacity of five or six carloads a day and employs between fifteen and twenty men. L. E. Dubois is the manager of the Danville plant.

The use of clay for the manufacture of articles of utility or ornament is one of the oldest crafts in the world. Some authorities credit it with being the oldest, for it originated in Babylonia where it was utilized for making brick for building purposes, Babylonia having neither quarries nor forests,—and possessing the distinction of being the home of the oldest civilization the world has known.

There are many clays. Whiteware, refractory and pottery clays are high grade clays. Whiteware clays are divided into Kaolin, China and Ball clays. Refractory clays are divided into Plastic Fire, Flint and Refractory Shale clays. The refractory clay is the only high grade clay used in Danville. The others are used more by potteries.

Vitrifying and brick clays are the chief divisions of low grade clay as known in Danville. Other clays in this group are: Loes and Abode clays and Fullers Earth. The Vitrifying clays are subdivided into Stoneware clays

and shales, paving Brick clays and shales, Sewer Pipe clays and shales and Roofing Tile clays and shales. Terra Cotta clays and shales, Common Brick clays and shales and Drain Tile clays and shales comprise the brick clays.

According to Frank W. Butterworth, of the Western Brick Company, high grade clays of the Whiteware and Pottery clay groups are used to produce articles of comparatively light weight, where the cost of procuring the raw material is a very small factor. They are used in the manufacture of artware, pottery, chinaware, porcelains, sanitaryware and insulating material. Refractory clays find their use in the making of wares of high fire and heat resisting qualities, such as fire brick, retorts, furnace and stove linings.

Face, paving and common brick, sewer pipe, terra cotta, roofing tile and drain tile are made from the low grade clays.

Prior to 1888 only the surface or alluvial clays of the county had been worked, and those only in a small way in the manufacture of common "low grade" building brick and drain tile.

About that year the Grape Creek Coal Company, southeast of Danville, opened a brick plant, which was operated intermittently until 1895 under the management of Dr. Joseph Fairhall. It was then abandoned.

J. G. Shea opened a clay plant in 1891 just west of Danville, this plant later being taken over by the Danville Brick Company.

With practically an inexhaustible supply of "low grade" shale and clay in this section, Danville faces a brilliant future from an industrial standpoint, with shale replacing coal as the county's greatest mineral product.

CHAPTER XXII

VERMILION COUNTY COAL

FIRST COAL MINES IN THIS SECTION—PROMOTERS—ROMANTIC CAREER OF "MIKE" KELLY—APPROXIMATE COAL PRODUCTION—DANVILLE'S FUTURE IN COAL.

Coal was distributed through Vermilion County with a lavish hand by nature back in the prehistoric days and despite the serious depressions in coal mining in the seventies and again during the past few years, coal is the county's greatest natural resource.

Vermilion County ranks seventh among the counties of the state in the production of coal and the history of mining in the vicinity of Danville presents plenty of romance.

La Salle found coal croppings along the Illinois River in 1669 and the first coal mine on the North American continent was opened in 1670 at what is now Ottawa.

The presence of coal in Vermilion County was discovered by the early settlers and strip bank mining was started in the vicinity of Danville in the early fifties.

It is an irony of fate that back in the twenties and even before, when salt was regarded as the greatest natural resource of Vermilion County, that the operators of the old Salt Works laboriously cut wood for the fires under the kettles of brine, while a few feet away coal croppings showed above the ground.

The existence of coal, however, was learned a few years later, but it was not used outside of the blacksmith shops. As there was no mining, the extent of the coal deposits was not realized until the fifties. Maj. John W. Vance did use coal in the early thirties at the Salt Works.

Dudley Lacock, who owned considerable land west of Danville, may be given the credit for mining the first commercial coal, but he found little demand for the fuel and in 1854 moved to Livingston County.

W. Caruthers and Mr. Ball did a little mining as early as 1853 and further to the south William Kirkland opened drift mines east of the Wabash Railroad bridge south of Danville.

Chandler & Donlan did the first extensive mining in 1860 and they were followed by Peter R. Leonard.

The first coal mining company, known as the Danville Coal Mining Company, was incorporated February 14, 1855, by Ward Hill Lamon and associates, but this company never operated.

Mrs. Armanella Skelton, 616 Chandler Street, Danville, is authority for the statement that her father, Henry Cramer, opened the first strip bank in Hungry Hollow in 1865.

Mr. Cramer had settled with his family in Hungry Hollow in 1862. William Van Kirk, a neighbor of the Cramers, opened a strip bank a short time later and the two men were friendly business rivals.

The strip banks were close enough together that one man could call to the other. Customers drove their teams and wagons to the strip banks and loaded the coal, which cost one dollar for all that could be put in the wagon bed.

Mrs. Skelton recalls that as a little girl she could see the wagons coming down the road and as the drivers neared

the strip banks, her father and Mr. Van Kirk would begin calling out:

"This way for good coal. All you can put on your bed for one dollar."

Mrs. Skelton recalls the first coal mining operations of Michael Kelly, the most picturesque figure in the coal mining industry in the state. This, she states, was in 1868, when he opened a "dug-out," digging a hole back in the hills, near the scene of her father's operations.

Kelly had been working in Perry Fairchild's brickyard in Danville, she states, and was as poor as Job's proverbial turkey. In fact, he did not own the necessary clothing to make a decent appearance in the public, but he possessed a heart as big as a bushel basket, as Mrs. Skelton describes it, and was a clean-minded hard worker, very much in love with his family.

Kelly later abandoned his operations in the Hungry Hollow territory and bought some coal land in the Grape Creek field. He secured a contract to furnish coal to the Chicago & Eastern Illinois Railroad and his production rapidly increased.

He discovered another vein of coal at a depth of ninety feet, which was eight and nine feet thick and of better quality. L. T. Dickerson became associated with Kelly and they built up a flourishing business. Kelly bought his partner out, purchased more land and had two mines in operation.

Mike Kelly, as he was familiarly known, bought the Himrod Coal Company in 1903 for two hundred sixty thousand dollars and became the largest individual coal operator in Illinois.

In 1905 Mike Kelly sold his mining interests to a syndicate, formed by the late Senator William B. McKinley, for

three million dollars. These properties were later acquired by the Bunsen Coal Company, of Pittsburgh, Pennsylvania, a subsidiary of the Illinois Steel Corporation, this company buying several thousand acres of coal lands and beginning extensive operations.

Then came the formation of the United States Steel Corporation, of which the Illinois Steel Corporation is now a subsidiary, and the creation of the United States Fuel Company, which followed the Bunsen Coal Company, which now owns the old Kelly interests.

From poverty to millions was the colorful career of Mike Kelly, the most remarkable man Vermilion County ever produced. Mrs. Skelton, during her girlhood, spent six years in the Kelly family at the Kelly home, corner of Williams Street and Logan Avenue, where the Children's Home now stands.

Despite his utter lack of education, Mrs. Skelton declares that he could solve more difficult mathematical problems in his head than the average man could with pencil and paper. He was four-square in his dealings with his fellowmen and a wonderful husband and father.

Reverting to the days when her father opened the first strip bank in Hungry Hollow, Mrs. Skelton tells an interesting story of how Hungry Hollow got its name.

In 1865, the Cramer family ran low on flour. There was enough for gravy and pie crust, but not enough for the biscuits Mrs. Skelton's mother made and which were the special delight of her father.

One night, her mother said:

"Pop, you'll have to go to town and get some flour."

That night it rained and the water in the North Fork ran so high it was three days before it could be crossed at the old Sutherland Ford.

There was plenty of corn meal and the family subsisted on corn bread. Three days without biscuits made Mr. Cramer a morose man and he finally remarked:

"Well, corn bread three times a day. This is certainly Hungry Hollow."

Members of the family told the neighbors of the joke on "Pop," by the high water cheating him out of his biscuits he loved so well, and the name "Hungry Hollow" became a household term and has been used ever since to designate that territory directly west of Danville and now reached by the bridge at the foot of the Williams Street hill.

It is not amiss here to tell the story of the puma, or mountain lion, that made its home for a short time in Hungry Hollow, according to Mrs. Skelton.

The puma first appeared one night at the home of William Van Kirk. He hastily made a trip to the Cramer home and borrowed the gun in the expectation of seeing the animal the next night.

But the next night the puma appeared in the Cramer yard and the only gun was at the Van Kirk home. Mrs. Cramer began praying for deliverance from the animal, which she thought to be wild cat. Mrs. Skelton had extreme faith in her father's ability to protect the family and she also possessed a deep curiosity to see the animal.

She persuaded her father to raise the window blind and show her the "wild cat." He did so, and in the moonlight she saw the tawny animal, fully five feet long, just as it disappeared. It was never seen again in that section.

When she was seventeen, Mrs. Skelton was taken to her first circus. She was passing through the menagerie when she heard a roar similar to that of the night when she saw the "wild cat." She found the animal that made the roar and saw that it was almost an exact duplicate of the

animal that was in her father's yard. It was a puma and she is of the opinion that the animal that visited Hungry Hollow was a puma that had escaped from some circus.

The real beginning of the coal industry in Vermilion County, however, dates back to 1866 when William Kirkland, Hugh Blankeney, Mrs. Graves and Mr. Lafferty opened coal mines in the Grape Creek field.

Kirkland imported the first coal miners, two carloads, on account of the scarcity of labor and later he imported a whole shipload of Belgians to work in the strip mining operations. The Illinois Railway Company, which had tracks laid to the mines, took most of the Kirkland coal.

A. C. Daniel sunk a shaft in 1870 for the Ellsworth Coal Company and two years later sunk another shaft for the same company. These properties experienced the first coal miners' strike in Vermilion County.

One shaft was burned down by accident and a second was burned by strikers, who were arrested and sent to the penitentiary in 1874.

The Consolidated Coal Company also began operations on an extensive scale in the Missionfield district. The Pawnee Coal Company was organized in 1888 by Paul W. McKay and Mr. Hutchinson to operate a mine in the Grape Creek field. The Brookside Coal Company was organized by Bernard and Charles Himrod to take over the Pawnee holdings. This company also opened another mine on land it acquired. The holdings of this company were bought by Mike Kelly in 1903.

West Vermilion Heights also became a coal mining center in 1870, when John C. Short, banker, real estate operator and railroad builder, opened the Moss Bank mine. In 1873 this property was taken over by the Paris & Dan-

ville Railroad. General R. H. Carnahan, of Civil War fame, was manager of this property for several years.

It is interesting to note that General Carnahan, while a captain in the Third Illinois Cavalry, saved the life of Governor Richard Yates, who was a spectator of the battle of Port Gibson, near Vicksburg, Mississippi. Rapid promotion followed this act and Carnahan, then a colonel, retired after a short Indian campaign following the Civil War, being promoted to a general.

In 1879, A. C. Daniel, who operated the Ellsworth mines, bought the Carbon Coal Company and several other smaller mines, and operated them under the name of the Consolidated Coal Company.

Eighteen hundred ninety-two saw labor and other troubles in the operation of the Economy coal mine west of Danville, and J. G. Hammond, the operator, after a year or two, sent to Iowa for two young friends to help him out.

These men became prominent in the coal fields of Vermilion County. They were William G. Hartshorn, now dead, and John G. Hartshorn. They bought an interest in the mine and put it on a paying basis.

The Hartshorn brothers and J. A. Barnard, general manager of the Big Four Railroad, organized the Electric Coal Company in 1903. They also organized the Hartshorn Coal Company, which operated the Entronous Coal Company's mine at Muncie. In 1909 the Hartshorns organized the Missionfield Coal Company and put that mining proposition on a paying basis.

W. B. Hartshorn became interested in the McKinley properties. The Hartshorns disposed of their interests in this section to the United Electric Coal Company a few years ago. William G. Hartshorn, Jr., and John G. Hartshorn organized the Black Servant Coal Company, which

operated mines in southern Illinois, maintaining the company's headquarters in this city for several years. The Hartshorns sold the Black Servant Company's properties in 1929.

The history of the complete coal mining operations in Vermilion County is too long to give it the necessary space, and an effort has been made in this article to touch only the high points in what is the county's greatest industry.

There have been many men interested in mining and many companies have been organized in the years that have passed, but the outstanding figures in this industry are Mike Kelly and the Hartshorn brothers, William G. and John G. Through the consolidations and operations of these three men, Vermilion County is today the home of two of the greatest coal mining companies in the country—the United States Fuel Company and the United Electric Coal Company.

State geologists have estimated that there were originally one billion, sixty-nine million, seven hundred eighty-eight thousand tons of No. 6 and five hundred seven million, four hundred ninety-four thousand four hundred tons of No. 7 coal, or a total of one billion, five hundred seventy-seven million, two hundred eighty-two thousand four hundred tons in Vermilion County. It is estimated that there has been something over one hundred fifty million tons mined, leaving approximately a billion and a half tons in reserve.

Vermilion County coal comes from two veins, which underlie a considerable area of the county and outcrop in the vicinity of Danville. These two veins are No. 7, or so-called Danville coal, and No. 6, or so-called Grape Creek coal. No. 6 is thickest south of Danville and No. 7 is thickest northwest of the city.

No. 6 is the more important of the two coals. This vein averages more than six feet in thickness and generally occurs in two benches, separated by a shaly parting, known as the "blue band." The washed coal from this vein has been found excellent for coke or smokeless coal.

There is a third vein, lying about one hundred eighty-two feet below No. 6, known as No. 2, which is split by shale bands as to be of inferior value and it is not taken into account as part of the coal resources. In the extreme southwestern and southern parts of Danville, the land is underlain by commercial thicknesses of both veins.

Vermilion County has produced as high as three million five hundred thousand tons of coal annually, which coal had a value at the mines of more than seven million five hundred thousand dollars.

No. 7 coal has a higher sulphur content than No. 6, and is less desirable for domestic use. It also contains a higher percentage of volatile matter, which escapes burning in the ordinary stove. With perfect combustion, however, No. 7 furnishes eleven thousand one hundred and forty-three British Thermal Units per pound, against ten thousand nine hundred and eighty-nine British Thermal Units per pound for No. 6 coal. Back in 1870 a writer made the following statement about Vermilion County's coal:

"And when we call to mind that each acre contains ten thousand tons of coal, and that it is worth two cents per bushel to the proprietors when placed in the cars, it is apparent that the only financial question with them is to exhaust the coal, as at that rate the land will yield five thousand dollars per acre."

H. W. Beckwith, in his History of Vermilion County, in discussing the operations of General Carnahan and A. C. Daniel, wrote:

“The reader should not draw from this that the Moss Bank and South Danville will some time make General Carnahan or Mr. Daniel vice-regents of the world, but they will give to Danville a permanent prominence of which nothing can deprive her.”

CHAPTER XXIII

POWER AND RAILROADS

DANVILLE AS AN IMPORTANT LINK—INDUSTRIAL CENTER—POSSIBILITIES OF ELECTRICITY—THE DANVILLE PLANT—DANVILLE INDIANA LINE—THE ILLINOIS POWER AND LIGHT CORPORATION—RAILROADS—THEIR SIGNIFICANCE TO DANVILLE.

Danville is an important link in the super power system of the middle west through the awakening of the sleeping giant of electricity by the Illinois Power and Light Corporation.

The awakening of the power giant provides a powerful leverage that promises to make Danville an industrial center of the middle west.

It is estimated that only about ten per cent of the possible development of electrical power has been achieved, and this, in view of the marvelous growth of the industry since its comparative recent inception, serves to indicate the unlimited possibilities yet to be witnessed.

The first electric light plant in Danville was put in operation February 14, 1884, just a year and a half after the first electric lighting plant in the United States was installed. Even forty-four years ago Danville kept abreast of the times.

There is no phase of industrial or home life in Danville that electricity doesn't effect in some way. Industries

are electrified and even coal mines are becoming electrically equipped.

Super power, the strongest term that can be applied to electricity, is the rock foundation upon which the Danville of the future is being built.

Extension of electrified energy to the rural districts is one of the latest developments and farmers are wiring their barns, poultry houses, homes and even their yards, and using electricity to operate incubators, feed grinders, milkers and other farm machinery.

Just a glimpse of the tremendous possibilities of electricity may be gained from the fact that United States Department of Agriculture experts have matured a field of soy beans in twenty to twenty-five days by exposing it to electric light rays eight to twelve hours daily. Soy beans, on the average, require eighty-five days for mature growth. It's only a step to the time when a farmer will push a button to speed the growth of his crops.

The Merchants Electric Light and Power Company pioneered the electric age in Danville. It was organized January 23, 1883, and February 14, 1884, installed a sixteen light arc machine, driven from the line shaft of the old planing mill of the Danville Lumber and Manufacturing Company, located where the Koons furnace plant now stands. A few months later the plant was moved to the present site.

Current was furnished for ten arc lights located in stores and the old Armory. Louis Platt was president and E. A. Leonard, secretary and treasurer, of this pioneer company.

Today the ten arc lights have grown into six hundred and eighty-seven modern street lighting units. Electricity is distributed to fifteen thousand eight hundred and seven-

teen customers. There are twelve thousand nine hundred and five poles and one thousand three hundred and eight miles of wire used in this distribution system.

Power is carried to outlying towns over three hundred and fifty-eight miles of wire and three thousand three hundred and seventy poles. There are one hundred and forty-three steel transmission line towers. The steam generating station uses approximately eighty-eight thousand tons of coal a year. Steam heat is furnished five hundred and thirty customers through four miles of heat mains.

The following towns are served with electricity from the Danville plant: Westville, Georgetown, Chrisman, Ridgefarm, Tilton, Sidell, Indianola, Hillery, Olivet, Hegeler, Belgium, Muncie and Vermilion Grove. In addition current is sold at Lyons to the Homer Electric Light and Power Company, which distributes electricity to the towns of Catlin, Fairmount, Homer, Jamaica, Philo and Sidney.

The steel tower transmission lines connect on the east with the Wabash Valley Electric Company at Covington, Indiana, and on the west with Champaign, Decatur, Bloomington, Peoria and Pekin, insuring Danville and vicinity plenty of electricity at all times.

The modern power plant here operates fourteen boilers, one seven thousand five hundred KW turbo-generator, one four thousand KW turbo-generator, one two thousand KW steam driven generator, one one thousand KW steam driven generator.

One of the largest steam shovels in the world has been installed by the United Electric Coal Company west of Danville. It will be electrically operated. This company also operates a large electric shovel at Duquoin, Illinois.

The United States Fuel Company's mines at Bunsenville and Vermilion are both electrified.

The super power plant on the east that is hooked up with Danville is the "Dresser" plant on the Wabash River, seven miles from Terre Haute, Indiana, which is a two hundred thousand KW plant.

At the Danville plant there is a new sixty-six thousand volt substation that has the kick of ten thousand horse power. This high-powered steel structure is a "spare room" to entertain the juice that comes from the "Dresser" dam, by way of Covington, Indiana. It guarantees an uninterrupted supply of electrical energy, and the moment the turbines in the local plant refuse to perform, this powerful substation will take up the job of distributing the "Hoosier" juice through the Danville system.

The new sixty-six thousand volt Danville-Indiana line was first energized May 4, 1928. The new steel tower transmission line from the west also ties into this substation. Normally this substation will be used to "step up" the voltage of current generated at two thousand three hundred volts to sixty-six thousand volts, but in an emergency a reverse operation will "step down" the Indiana juice of sixty-six thousand volts to two thousand three hundred volts for use in the city of Danville and vicinity.

In this substation are four two thousand five hundred KVA transformers, four seventy-three thousand volt oil circuit breakers, three sixty-six thousand volt lightning arresters, air break switches, choke coils and other auxiliary equipment such as synchronizing, metering and differential protective apparatus.

This substation represents an outlay of two hundred thousand dollars and it cost an additional fifty thousand

dollars to connect with the Wabash Valley Electric Company at Covington, Indiana.

This transmission line connecting Danville with the Indiana "juice" is also used as a channel of communication for the new Duplex Automatic High Frequency telephone or "Carrier Current" phone of the Illinois Power and Light Corporation. This radio communication line makes it possible for the Danville plant to get in touch immediately with the Dresser dam, Indianapolis or any point on the Indiana system at any time it is necessary to hook onto the Hoosier current.

This modern telephone system has a transmitter and receiver at each station. The transmitter is essentially a generator of radio frequency alternating current and there is an apparatus for modulating this current in conformity with voice impulses, similar to radio broadcasting transmitters. The receiver is similar to the ordinary radio receiver, designed, however, for wave lengths greater than those commonly found in broadcasting receivers, and consists of a two-circuit tuner, vacuum tube detector and one amplifier.

In many installations the antennae are single conductors coupled by being run on insulators on the transmission towers as close to the transmission conductors as safety will permit. Condensers are used at the Danville end, however, instead of antennae. In other words this phone system does not use a long distance wire, but uses instead the high tension line of electric current, which carries the voice on the same principle as the radio wave.

The Illinois Power and Light Corporation, itself a super power system, and lined with other great systems, not only distributes electrical energy in Danville and vicinity, but also distributes gas and operates the Dan-

ville street railway system. A subsidiary corporation operates the traction system that connects Danville with all parts of the state and buys its "juice" from the parent corporation.

It is not only the twentieth century edition of the old Merchants Electric Light and Power Company of 1884, but also of the Danville Gas Light Company of 1867, and the Citizens Street Railway Company, of 1883.

The first gas company, known as the Danville Gas Light Company, organized February 21, 1867, manufactured gas for lighting purposes only. The pioneer plant had one fifty thousand cubic foot holder.

Today the Illinois Power and Light Corporation has three holders, seventy thousand cubic feet, one hundred thousand cubic feet and five hundred thousand cubic feet capacity, respectively.

From an output of forty thousand cubic feet of gas a day to six hundred thirty thousand cubic feet per day represents the growth. Eight miles of gas mains have been increased and eight thousand customers are served today.

While gas was used for lighting at first, it is now almost exclusively used for cooking and Danville homes are gradually installing more and more gas-fired boilers for heating purposes.

At the gas plant the annual consumption of coal is three thousand nine hundred tons. There are five hundred fifty-three thousand gallons of gas oil carburetted at the gas plant.

The Citizens Street Railway Company was chartered June 13, 1883. Five mule-driven cars operated over three and one-half miles of tracks at a speed of five miles an hour, which in the eighties was considered daring.

The first street car lines extended from the Public Square to English Street on the north, to Madison Square on the west and to the Wabash Railroad tracks on the east. The lines were electrified in 1892.

From one small room and one clerk on the ground floor adjoining the old car barn which stood at 150 North Vermilion Street, where the Palace Theatre is now located, to the present modern office building, housing some one hundred and thirty employes represents years of steady progress on the part of the company.

The Danville street railway system now operates nineteen modern cars over twenty miles of track, in addition to operating motor busses over a four-mile bus line.

The three pioneer utility companies were consolidated in January, 1891, under the name of the Danville Gas, Electric Light and Street Railway Company, the holdings of this company, along with the properties of other public utility companies in the state gradually passing into the control of the Illinois Power and Light Corporation, which has three hundred and fifty employes in Danville.

The Illinois Power and Light Corporation is the industry that gives all Danville industries an electrified "kick." Its pay roll is among the largest in the city and its development and extensive improvements have aided materially in placing Danville in the front ranks of middle west cities.

RAILROADS

The finger of fate must have guided the men who back in the twenties of the past century started the foundation of the city that is now Danville.

This same finger of fate must have guided the men who have had to do with the development of Danville dur-

ing the one hundred odd years that have passed since its founding, else it might have remained merely a county seat town, no larger than many other county seat towns in Illinois and Indiana.

No better location could have been selected for a metropolitan city and today there is no one who can reach behind the curtain which conceals the future from us and say, "You must stop at that point."

Avenues of transportation are what determine a city's greatness today. Railroad and interurban lines and paved highways provide an outlet, as well as an inlet for a city's freight and passenger traffic.

Danville owes its future development and prosperity to its strategic location on transportation lines that gives its easy access to through routes east and west, north and south—all directions.

Its closeness to Chicago, only one hundred twenty-four miles, gives it an advantage from an industrial and commercial standpoint, in being far away to escape the congestion of the second city of the United States and at the same time being close enough to afford residents here all the advantages of Chicago.

The Chicago & Eastern Illinois Railroad gives Danville a north and south line, giving a Chicago connection with all lines on the north and a southern outlet to Atlanta, Georgia, and Florida points, and New Orleans, Louisiana, and the Gulf of Mexico, and also to points in Texas and the southwest.

The Big Four Railroad connects on the east with Pittsburgh and New York and points east and on the west with points northwest by way of Peoria. On the south this railroad connects with southern points by way of Cairo.

The Wabash Railroad connects with all eastern points and provides a connecting link on the west with Omaha, Nebraska, and points west, and Saint Louis and Kansas City and points southwest.

The reorganized Chicago, Milwaukee & St. Paul Railroad, running into Danville on the old "Walsh" road, now known as the Chicago, St. Paul & Pacific Railroad, provides an outlet northwest and to the Orient.

Thousands of carloads of freight are now being routed through Danville from the far northwest to eastern points, circling around Chicago and escaping the tedious delays in the yards of that city, due to congestion. This road connects with the east over the Wabash.

Then there is the New York Central line between Danville and Chicago, connecting link between this section and the northwest and Canada.

The Illinois Traction System gives Danville another freight outlet that sends shipments in every direction and brings them into the city from all points.

Six transportation arteries leading to and from Danville in all directions, connecting with the leading transportation lines of the United States and Canada, and bringing the fields of raw material and the consuming centers of finished products close together.

Quoting from the Danville Chamber of Commerce literature, "There's a railroad outlet from Danville to every point of the compass."

Danville and Chicago are both located in what is known as the Central Freight Association territory, and Danville generally enjoys equal rates with Chicago, with few exceptions. To and from the southwest, the rates of the two cities are the same. To and from the Pacific coast and the northwest Danville has the same rates as Chicago,

Decatur, Peoria, Springfield, Champaign, Paris, and Bloomington. Danville rates to and from the New England states and eastern trunk line territories are no higher than the rates of Terre Haute, Crawfordsville and Lafayette, Indiana. Rates to and from the north and immediate northwest are no higher in Danville than they are in Saint Louis, Missouri.

Served as it is by rail routes diverging to all points, with short line connections with Saint Louis, Kansas City and Chicago, the three greatest railroad centers in the world, the freight service between Danville and all points may be said to constitute continuous movement.

CHAPTER XXIV

CLUBS

DANVILLE CIVIC COUNCIL—CHAMBER OF COMMERCE—THE ROTARY CLUB—THE KIWANIS CLUB—AMERICAN BUSINESS CLUB—THE EXCHANGE CLUB—BUSINESS AND PROFESSIONAL WOMAN'S CLUB—THE ALTRUSA CLUB—THE DANVILLE CLUB—"MICAWBER CLUB"—WOMAN'S CLUB—FEDERATED WOMAN'S CLUB—DANVILLE MUSICAL CYCLE—DANVILLE CHORAL SOCIETY—THE DANVILLE CIVIC MUSIC ASSOCIATION—HOME DECORATIVE CLUB—THE CLOVER CLUB—THE MONDAY ART CLUB—THE "G. I. P." CLUB.

Clearing houses for friendships, ideas and ideals.

That best defines the place in the community held by the service, or luncheon clubs. For both men and women.

There are four of these clubs for men and two, featuring monthly dinners rather than weekly luncheons, for the women.

These six service clubs are not only valuable aides to the Danville Chamber of Commerce, but they extend their influence into the civic life of the community. They bridge the gap between the social and the business life of the community.

These clubs represent the aristocracy of the business and professional world in Danville. Forgetting the many civic movements they have sponsored, their existence is warranted solely because of the business and professional friendships that have developed through them. Their

existence is responsible for a marked improvement in the relations of men and women engaged in competitive lines of business.

The six clubs and a few other organizations formed the Danville Civic Council several years ago. This was a sort of central board, the membership of which comprises the president and one other representative, from each member organization.

The Civic Council, now dormant, considered matters of public policy and the members reported back to their organizations the action, favorable or unfavorable, taken by the council.

The Civic Council and its member organizations were directly responsible for the adoption of the commission form of government for the city of Danville and for the establishment of the Community Chest Fund. It was also back of the movement to create a municipal airport. The other organizations that were members of the council are: Piankeshaw Council, Boy Scouts of America; Danville Trades and Labor Council, and the Danville Chamber of Commerce.

These six service clubs are all affiliated with national organizations. The Rotary Club is the oldest in the city, having been established in October, 1915. The Kiwanis Club was second in the city, having been founded April 19, 1920. The American Business Club was organized here in the spring of 1925. The Exchange Club, perhaps the oldest from standpoint of national organization, was established here in the spring of 1927, the youngest of the four men's clubs.

The two women's clubs are: Business and Professional Woman's Club and the Altrusa Club, both established here in 1923. The former club, with about one hundred and

fifty members, is represented in almost every business place in the city. The Altrusa Club is more restrictive, with forty members, most of whom occupy executive positions.

The establishment of the two business women's clubs has given the young women of the business world an equality with the men they associated with daily. The national organizations of the men's and the women's service clubs tackle the same problems of business and professional life. They have brought a new era to the man and woman in the business world.

The Rotary Club, the dean of luncheon organizations in Danville, has one hundred members. Like the other clubs the membership requirements are rigid and there will never be more than one hundred men in its ranks. The officers are: President, Oliver D. Mann; vice president, George C. Mahle; secretary, W. H. Debenham; treasurer, Don H. Wilson; directors: Carey B. Hall, Luther Fuller and Past President William B. Murray.

The Kiwanis Club, second in point of years of service in Danville, has the following officers: President, W. R. Jewell; vice president, Chris R. Leins; district trustee, Paul S. Millikin; secretary, Earl S. Ward; treasurer, J. H. McCormick; directors: Dr. George C. McCann, H. Ernest Hutton, Robert B. Kinningham, C. E. Vance, Reverend Ralph Blake Hindman, Harlin Steely, Jr., Thurman Allen.

The officers of the American Business Club are: President, W. A. (Bud) Neff; vice president, John Cannon; secretary, Vernon L. Reck; treasurer, J. A. Miller; directors: Lewis R. French, Doctor Melvin L. Hole, John A. (Jack) Gannon, Don Black and Past President F. J. McEvoy. The Danville chapter is one of the leaders in the Fifth District American Business Clubs, Past Presi-

dent Fred R. Daniel having been district governor in 1928 and Jack M. Williams, ex-secretary of the Danville chapter, being elected district secretary and treasurer in 1929.

The Exchange Club, although only organized in January, 1927, has forty-two active members and has established itself firmly in the civic life of the community. Its officers are: President, Leslie Snell; vice president, Everett L. Dalbey; secretary and treasurer, G. Stanley Olmsted; board of control: Leslie Snell, Everett L. Dalbey, G. Stanley Olmstead, Don Sink and Doctor J. D. Wilson.

The officers and directors of the Business and Professional Woman's Club are as follows: President, Winifred Jones; vice president, Minnette Yeoman; recording secretary, Oma Suitt; financial secretary, Violet Farmer; treasurer, Vernie Doan.

The board of directors, in addition to the officers, comprise the following sixteen committee chairmen: Civic, Reva Clair Hoff; courtesy, Ruth Wait Lanter; education, Mildred Glindmier; emblem, Betty Hanson; extension, Sophia Dillon; finance, Verna Peck; grievance, Edna Walters; health, Ortha Thornburg; hospitality, Mary Schwartz; publicity, Dorothy Taylor; music, Beulah Watkins; membership, Sophia Dillon; program, Fanny Stockdale; public relations, Reva Clair Hoff; reservations, Annabelle Schull; transportation, Beulah Miller.

The Danville Club has also achieved distinction in the circles of the Illinois Federation of Business and Professional Woman's Clubs, the late Mrs. Annie Glidden having served as state president and Miss Reva Clair Hoff as state secretary. Mrs. Nell Mann Shedd, past president of the local club, has also served five years on the state executive board by virtue of one year as chairman of the state

program committee, two years as chairman of the state publicity committee and two years as chairman of the state extension committee. Miss Hoff is also at present chairman of the eighteenth district and by virtue of that appointment a member of the state executive board.

The following are officers of the Altrusa Club: President, Sara Sandusky; vice president, Jennie Schull; recording secretary, Eve Carson; financial secretary, Dorothy Packard; treasurer, Maude Stipp; national executive committee member, Lucia Huber; directors: Mrs. Dora Crim, Mrs. Mary E. Collins and Miss Ethel King.

A powerful influence is wielded by the more than five hundred men and women who are members of the six clubs. They follow closely an unwritten code of ethics in the business world. At luncheons and dinners and also in their everyday contact, there is no formality in their greetings. The walls of reserve, which enclosed business in a sort of mysterious secrecy, have been done away with since the coming of these clubs.

A great deal of what Danville is today and what Danville will be in the future is and will be due to the six service clubs.

Business and professional men of today have their Rotary, Kiwanis, Exchange, American Business and other service clubs, which have for their objectives the development of the best interests of the city. The Chamber of Commerce is also a comparatively modern institution which seeks the industrial development of the city.

But back in the seventies and eighties a pioneer service club flourished in Danville, which may well be called the "Daddy" of them all. It is believed that this old time organization may have even provided the idea for the service club movement in the entire United States.

This pioneer in the men's club world was the Micawber Club. The exact date of its organization is not known, but it was in existence as early as 1871 and its membership included the leading business and professional men of the city.

John M. Barton, 438 North Vermilion Street, an active member of the Kiwanis Club, was a member of the Micawber Club, joining it in 1878. A complete roster of the Micawber Club is not available, but it is believed that Mr. Barton may be the only surviving member.

About the only tangible record of the Micawber Club is a list of twenty-six members and two wine decanters which are in the historical room at the public library. There were more than twenty-six members, but the roster at the library probably comprises mostly charter members.

Just what significance the two wine decanters had is problematical. That they are authentic is indicated by the fact that each bears the name "Micawber." The club met evenings in two rooms in the building where the Lincoln Theatre now stands. The meetings were not held regularly and the program consisted of serious discussion of the problems of Danville, interspersed with social sessions, in which tobacco, the two decanters and royal flushes undoubtedly played a prominent part.

It was in the sessions of the Micawber Club that the germ of the idea of the Danville street railway system was born. Uncle Joe Cannon and his brother, W. P. Cannon, were members, although Uncle Joe's name does not appear in the roster at the library.

Uncle Joe and his brother and other members of the club drew up the plans for the first street railway system and organized the first company, which was chartered June 13, 1883, its official name being the Citizens Street

Railway Company. Mules provided the motive power for the cars.

No modern luncheon club ever did more for Danville than did the old Micawber Club in bringing street cars to the city. But that was not all. Cities were just as anxious then to locate new industries as they are now and there were no Chambers of Commerce to take over that form of development.

The Micawber Club learned that a starch factory in Vincennes, Indiana, had burned to the ground. The members got in touch with the owner, J. G. Cunningham, and prevailed upon him to move his plant to Danville.

This new industry was called the Danville Starch Works and the plant was opposite the site of the new High School building, near the old C. & E. I. shops. This plant employed quite a number of men and operated for several years, Mr. Cunningham finally being forced to suspend operations because of financial troubles.

The good accomplished by the Micawber Club and its influence in the city can never be measured in dollars and cents. Friendships were cemented at those night meetings that lasted to the grave.

The men's luncheon clubs of the city should pay tribute to this pioneer organization in some way. It might be possible to unearth some more records of the club, which, together with the two decanters and the original roster, might be preserved in some sort of memorial case that could be installed in the Historical room at the library.

The twenty-six whose names are on the roster at the library are as follows:

Ben Bandy, Captain Bandy, J. B. Mann, Doctor R. W. Gillette, A. Hawes, William Whitehead, C. L. English, John Barton, Dr. P. Barton, E. E. Bundinot, Ed Holton,

Ben Crawford, W. P. Cannon, St. James McKee, L. T. Dickison, D. C. Frazier, John Holden, Dudley Watrous, Smith Williams, James Logue, A. L. Webster, Joe Campbell, Ben Brittingham, William Kirkland, W. Cunningham, Oscar Bullman.

Mr. Barton is authority for the statement that Uncle Joe Cannon was a member, and it is known there were other members but there are no records available to show who they were.

Women have been behind every movement for good the world over, and Danville women have been the originators of intellectual, moral and social movements in the city and have been keenly interested in civic matters and the general welfare of the community.

The outstanding woman's organization is the Woman's Club, organized in 1895 with thirty-five members and now numbering three hundred and forty-two women. It is not the oldest club but it is the largest, an organization that has increased its activities as the years have passed.

Its membership represents the flower of the cultural and social circles of the city and its record during the thirty-five years of its existence is a record of the intellectual and moral development of Danville.

Back in 1895 a group of women who were members of a Chautauqua class decided to organize along the lines of clubs that were being formed all over the country. Mrs. Jane Pennel Carter, whose husband, Joseph Carter, was at that time superintendent of the Danville schools, was largely responsible for this movement and became first president of the Women's Club.

This club, along with its intellectual and moral development program and its interest in community welfare, has also been active in social matters. Its object is now and

always has been the intellectual uplift and broadening of womanhood.

It was directly through the work of the Woman's Club that domestic science was made a regular course of study in the Danville schools. It has also accomplished much in the literary and civic fields.

Several sections were formed, immediately following the organization, by the first president, Mrs. Carter, so that women could pursue different courses of study. This sectional idea is still carried out, but has been materially enlarged upon.

Following are the officers of the Danville Woman's Club: President, Mrs. William B. Murray; first vice president, Mrs. Earl C. Thornton; second vice president, Mrs. George Cass; recording secretary, Mrs. Charles Watkins; corresponding secretary, Mrs. I. R. Songer; financial secretary, Mrs. E. Gordon C. Williams; treasurer, Mrs. George Telling; doorkeepers—Mrs. J. C. Miller and Mrs. R. N. Montfort.

The chairmen of the eight sections or departments of the Woman's Club are: American Home Section A, Mrs. I. R. Songer; American Home Section B, Mrs. Ike Levin; dramatic art section, Mrs. Chris Leins; literature section, Mrs. James A. Meeks; current events section, Mrs. A. B. Dennis; recreational section, Mrs. Charles Johns; music section, Mrs. A. J. Mielke; philanthropic section, Mrs. Perl Humrickhouse.

The committee chairmen are: Almshouse, Mrs. R. M. Utterback; auditing, Mrs. J. S. Emery; courtesy and social, Mrs. Elma Roseberry; calendar, Mrs. Fred Sumner; cooperative, Mrs. Frank H. Beshoar; entertainment, Miss Neva Fortner; ways and means, Mrs. H. E. Ducker; public health, Mrs. A. C. Church; membership, Mrs. J. W.

Turner; social, Mrs. Milo Faulkner; publicity, Mrs. E. C. Ellis; parliamentarian, Mrs. Mary Coutant; shoes and stockings, Mrs. Elizabeth Mercer and Mrs. Mary Coutant; conservation, Mrs. J. C. Miller.

Some twenty years ago there was a feeling among the club women of the city that there should be a closer coordination among the different organizations and the formation of the Federated Woman's Clubs was the result.

This club, which comprises a membership of the various city and church organizations, numbers sixty-seven members, who are active delegates from the member organizations, but in reality it represents the ambitions and ideals of thousands of highminded women of the city.

The influence of this organization upon the welfare of Danville cannot be measured in dollars and cents. It has always had a definite objective, that of civic betterment. It has not been active during the summer months but meets the first Monday afternoon in each month the rest of the year.

Perhaps its first outstanding achievement was the organization of a Travelers Aid Society in Danville. Ten members of the Federated Woman's Clubs formed the first branch of this society in Danville. The local society was financed for eight or ten years by this club. A county organization was formed and it was affiliated with the state organization. Today the Travelers Aid Society is one of the eleven important welfare organizations financed through the Community Chest Fund.

Then came the new million dollar high school building for Danville. The Federated Woman's Clubs got behind this movement, Mrs. Ann Wolford Ridgely was president at the time. Five thousand circulars were mailed by the club in behalf of the proposed bond issue. This carried

and the club can well be credited with being responsible for the movement that placed Danville in the forefront of the cities of the state with outstanding educational facilities.

The Federated Woman's Club sponsored the organization of the first Parent-Teachers Association and it was actively connected with the child welfare movement. It was also back of the initial welfare movement that gave Danville its Associated Charities organization, a revived organization which is now supported by the Community Chest Fund.

The club is facing an active year, with the following officers in charge: President, Mrs. Carl Trough; corresponding secretary, Mrs. Frank A. Giddings; treasurer, Mrs. Gertrude Rogers.

Mrs. Mort Thompson was the first president, Mrs. S. Murray Clark was the second president; Mrs. Giddings, the present secretary, served as the fourth and seventh presidents and Mrs. Charles Nelson has served three terms as president.

Nearly twenty-eight years ago this fall six Danville women met one day at the home of Mrs. Medora Hendricks and organized the Musical Cycle.

Probably no organization in the city has had such a tremendous influence upon the cultural life of Danville as the Musical Cycle. No one of the six women who made musical history for Danville on that October day in 1902 could have visioned the Musical Cycle of 1928, with its membership in the Civic Music Association, a national movement.

Those women were: Mrs. Medora Hendricks, who originated the idea and invited five of her musically inclined friends to join with her in doing something worth-

while for Danville; Mrs. Lulu Mize, Mrs. Cal Hodges, Mrs. Babcock, Mrs. Ike Levin and Mrs. Grace Peckham.

The new organization had for its objective the study of music and meetings were held bi-weekly, alternating on afternoons and evenings. The afternoon sessions were devoted to study and the evenings to recitals. Musicians outside the club membership took part in the programs, which were for the most part of a miscellaneous nature.

One artist recital was given each year until 1912 and after that the premier recitals were increased to three and four each season. The study sessions were held at the homes of the members until 1912, when, the membership having been increased to thirty women, the meetings were held in the Chamber of Commerce auditorium, at that time opposite the post office.

Many noted artists appeared at the early recitals, including:

Margaret Romaine, soprano; Barbara Maurel, mezzo; George Meader, tenor; Alberta Salvi, harpist, now known as one of the greatest living harpists; Walter Keller, of the Sherwood School of Music, Chicago; Miss Henrietta Webber, famous music critic, who gave a course of lectures; Detroit String Quartet; Tallefson Trio; Minneapolis Symphony Orchestra; Francis Alda, Metropolitan Opera Company; David Bispham, one of the greatest baritones; and Anna Shaw Faulkner, lecture-recital.

In 1910 the Cycle made a distinct contribution to the musical development of Danville when a chorus of women's voices was organized with Miss Bertie Braden as director. Later the chorus was directed by Miss Laura B. Shawe.

This chorus was reorganized in 1916 with Walter Keller, of Chicago, as director, and in 1922 a large mixed

chorus was formed with G. Magnus Shutts, of Chicago, as director.

From the small beginning in 1910, through the successive reorganizations, there developed the Danville Choral Society, which has been self-governing for several years, but which is a "child" of the Musical Cycle, and which has contributed materially to the enjoyment of the musically-minded Danville.

In 1924 the membership of the Musical Cycle had grown to more than six hundred, and the time had arrived when the work of the Cycle had developed a taste for better music and more artist concerts in Danville than it could provide.

This led to its affiliation with the Civic Music Association of Chicago, a national organization. The Musical Cycle, as the result of its connection with the national movement, sponsored the organization of the Danville Civic Music Association, the membership of which is now eleven hundred. The goal of the association is eighteen hundred members, this being the seating capacity of the High School auditorium, where the artist concerts are held.

The Civic Music Association plan provides for one week in each year being set aside for the payment of dues and reception of new members. After this week the membership is closed for another year. This plan enables the Musical Cycle board to know in advance just how much money will be available for talent for the coming season. Any possible deficit at the close of the season is thus automatically disposed of and the plan in its four years of operation has proved very successful.

Members of the Civic Music Association are given the privilege of attending four artist concerts each year at the High School Auditorium and eight local concerts at the

Young Women's Christian Association. The eight local programs are presented by the Musical Cycle and include the concerts to be given by the Danville Choral Society.

It has been the policy of the board of directors to afford every opportunity for the development of local talent and to bring such artists here as will inspire every resident of Danville who cares to take advantage of the opportunity of attending these concerts.

Mrs. Medora Hendrichs was the first president of the Musical Cycle. Her successors have all been women who have been prominently identified with the better things of life, women whose names have been found behind every movement for civic betterment.

Mrs. Hendrichs and Mrs. Anne Wolford Ridgely were presidents until 1910, when Mrs. H. P. Blose was elected to that office. Mrs. Blose served for three years, being succeeded in 1913 by Mrs. George Wright, who served one year and who was succeeded by Mrs. Benjamin English, who also served one year, 1914.

Mrs. A. E. Dale served in that position in 1915, 1916 and 1928, being succeeded in 1917 by Miss Bertie Braden, who was president during 1917, 1918, 1919 and 1920, and in 1929 by Mrs. Chester Erickson.

Mrs. W. T. Shaffer was president in 1921, 1922 and 1923, being succeeded by Mrs. Louis Bishop, who filled the office in 1924 and 1925. Miss Ruth Guy followed Mrs. Bishop as president, serving through 1926 and 1927.

The present officers are: President, Mrs. Chester Erickson; vice president, Mrs. Oswald Yeager; financial secretary, Mrs. W. T. Shaffer; recording secretary, Mrs. Douglas Stevens; corresponding secretary, Miss Reva Clair Hoff; treasurer, Don H. Wilson.

Several years after the organization of the Musical Cycle, some of the members decided that the youngsters should be given an opportunity to develop a love of music and the Junior Musical Cycle was formed.

The Junior Cycle, which numbers approximately one hundred and fifty young people, has been one of the outstanding achievements of the older organization. It has numbered among its members some of the most prominent Danville musicians, among them Mrs. Rosetta Samuel French, of Philadelphia, Pennsylvania, who came back to Danville two years ago for a piano concert.

Mrs. Sayle Budd is the chairman of the Junior Cycle committee, her two assistants on this committee being Miss Neva Fortner and Mrs. J. C. Higgason. Although sponsored by the Musical Cycle, the juniors have their own organization, the officers of which are: President, Clark Huffer; secretary, La June McIntire; chairman program committee, La Verne Hickman.

At first one program was prepared each year for the Junior Cycle. This was presented, however, several times at the various churches. Now a new program is presented each month. The Junior Cycle has its own meetings in its own room at the Young Women's Christian Association, one-half of the program being devoted to the lives of composers and the other half to diversified musical programs.

The Danville Choral Society is a separate organization, despite the fact that many people confuse it with the Civic Music Association. After a vacation during the summer months it started rehearsals of the present season Tuesday night, October 2.

Officers of the Choral Society are: President, Mrs. Claus Rohweder; vice president, Herbert L. Miller; finan-

cial secretary, Miss Dorothy Packard; recording secretary, Miss Roma Thomas; treasurer, Miss Marie Lane; librarian, Miss Pearl Smith; director, G. Magnus Schutz; accompanist, Miss Ruth Guy.

Danville is a city of clubs, for both women and men, but there are three women's organizations, limited in membership, that may well be said to provide the social and cultural background of the city.

These three clubs and the dates of their organization are: Home Decorative Club, 1889; Clover Club, 1894; and the Monday Art Club, 1901.

The three clubs have an exclusive membership, representing the older families of the city, in fact the rosters of the three organizations might well be termed the register of the "First Families" for Danville. Many of the names will be found on all three rosters.

While the Woman's Club, founded in 1895, perhaps is a broader representation of the Danville of today, it was the outgrowth of an old Chautauqua study class and its charter membership owed much to the interest of the members of the Home Decorative and Clover Clubs.

The Home Decorative Club was organized in 1889 by a circle of women who met and enjoyed discussions on home decorations. Mrs. W. E. Fithian and the late Mrs. Charles Giddings were the founders of this club. From the first its membership was restricted to twenty-five women and at the present time the roster carries twenty-one names.

Naturally there have been many deaths in this club during the forty years of its existence. Vacancies caused by death have not been immediately filled. In many instances daughters of the older members have been accepted into the club.

Today, it might well be called the "Mother and Daughter" Club. There is one out-of-town member, Mrs. Abram Mann, of Rossville. Mrs. J. G. Hull has the distinction of being the oldest member, in point of age.

The present officers are: President, Mrs. W. E. Fithian; vice president, Mrs. E. B. Cooley; secretary, Mrs. A. A. McCann; treasurer, Mrs. Rose Wainscott.

The Clover Club was formed in 1894 by a small circle of women who had been members of a Chautauqua study class. The Chautauqua movement carried a special appeal to the women of all communities who were interested in the higher and better things of life and the Chautauqua plan of home study provided the objective program for many cultural societies of the nineties.

The Clover Club still retains that early interest in the improvement of the mind and has always stood for the best things in literature and art.

It is carrying on an interesting program for the coming year. There is a membership limit of twenty-four women. In the event of the death of a member, the vacancy is held open for one year before a new member is accepted to fill the vacancy. There are now twenty-one members.

The women who started this club were believers in the Chautauqua movement, which originated in 1874 and which was based on the belief that knowledge of the better things of life, both in art, letters and music, should be made available for all and that one's education should not stop with the graduation from the high school or university. The club meets every Monday.

The officers are: President, Mrs. J. E. McMillan; vice president, Miss Helen Louis; secretary and treasurer, Mrs. M. L. Howard, historian, Mrs. W. R. Jewell.

The Monday Art Club is the baby of the trio. It was organized in 1901 by a group of young women, some of whom had just returned home from university and college, and who felt the need of developing a greater knowledge of art in Danville.

This was a very informal organization, comprising only four or five girls at first, among them being Miss Alice Shedd, now Mrs. Walter H. Martin, and Miss Flora M. Woodbury.

The club met each Monday and the study of art was undertaken seriously. With the passing of years the study program branched out to include current events and educational topics of interest.

The membership of this club, also, is limited, there being fourteen members on the roster. The officers for the past year were: President, Miss Flora M. Woodbury; vice president, Mrs. W. H. VanValkenburg; secretary and treasurer, Mrs. Howard Ely.

These three clubs never extended membership privileges beyond the circle of intimate friends. The organizations were simple in nature, the members devoting their efforts along the lines of home study and discussion.

This failure to expand the organization was not due to an aversion to extend the privileges of membership to other women, but mainly to an aversion to accept the responsibility of a larger organization and thereby, perhaps, lose the value of the study programs in a larger circle of women, whose interests would be more diversified.

The women of these three clubs never shirked their responsibility to the community and the names from these club rosters will be found on the rosters of every worthwhile movement in the city of Danville.

Beautification of Danville and its suburbs is the objective of the Garden Club, founded about six years ago by Mrs. William C. Rankin, assisted by Mrs. William R. Jewell, both nature devotees and lovers of beautiful gardens.

Garden lovers who delighted in working in their own gardens and who were interested in the development of a community love for the beautiful in nature, met informally and organized the Garden Club.

Winter meetings are held at the Young Women's Christian Association, and the meetings during the summer months are held in the members' gardens. There is a membership of seventy-two women at present, with no restrictions on the size of the membership in the future.

Mrs. Rankin became the first president; Mrs. Victor Yeomans, the first secretary and treasurer; and Mrs. J. G. Shedd, the first corresponding secretary, an office that has since been abolished.

The club is building its program each year on the education of the public in a love for flowers and the beautiful in nature. It is striving particularly to awaken interest in flowers and gardens and the creation of attractive backyards.

Officers of the club are: President, Mrs. C. E. Wilkinson; vice president, Mrs. F. E. Tyson; corresponding secretary, Mrs. Harry Webber; secretary and treasurer, Mrs. Henry J. Bahls.

One of the most unique clubs in the city is the Midwest Stamp Club, organized February 18, 1929, for stamp collectors, or philatelists. This club, with between twenty and thirty members, all adults, the minimum age limit being sixteen years, staged a philatelic exhibition the first

year of its existence and it enjoys a monthly dinner, followed by a discussion of their hobby by the members.

The officers are: President, Miss Grace McCoy; vice president, W. F. Baldwin; secretary, Mrs. Phoebe L. Williams; treasurer, Ernest R. Jones; exchange manager, Miss Ruth Flynn; librarian, Mrs. Pearl B. Jones.

This club has for one of its objectives the authorization by congress of a special stamp to commemorate the service of Uncle Joe Cannon, Danville's greatest statesman, who served nearly a half century in congress and was speaker of the house, to his country. Nearly every part of the country has enjoyed the issuance of special commemorative stamps for some patriotic purpose and it is felt that a special Uncle Joe Cannon stamp would perpetuate the memory of the man who made Danville known from coast to coast and throughout the world.

The close association of members and ideas, enjoyed by these small clubs, has had a tremendous effect upon the intellectual side of Danville and membership in them has been valued beyond a dues-paying basis. The result has been organizations that are just as strong today, and in which the members are as intensely interested, as they were when they were founded.

There are other clubs and organizations, perhaps as old, which are worthy of more than passing mention, but some of them were purely social in character, or had objectives, other than the improvement of the mind. These clubs have also played an important part in the development of Danville.

The Pedestrian Club, for instance, organized in 1898 by the late Mrs. Joseph Fairhall, which had for its goal the stimulation of interest in walking, as an aid to health.

Mrs. Fairhall came as a bride to Danville from England, where walking clubs were quite the thing. She immediately became part of a circle of young women who were quick to take interest in her discussion of the value of walking.

A number of congenial women were invited by Mrs. Fairhall to her home on South Gilbert Street one afternoon thirty-odd years ago and the Pedestrian Club was launched with a membership of fifty. Mrs. Fairhall, who recently died, became the first president.

The second meeting, the first regular session of the new club, was held at the home of Mrs. S. Murray Clark, who is still an interested member. At this and subsequent meetings the roll call was answered by the members giving interesting observations of their walks.

Walking, however, never had the wave of popularity here that it did in England and the members of the Pedestrian Club gradually reverted to their enjoyment of horses and carriages.

And then came the automobile, the advent of this mode of travel leaving the Pedestrian Club, a walking club in name only. The members even gave up walking to club meetings, using automobiles for over a few blocks.

It is still a thriving club, however, a group of happy-fun-loving women, the meetings of which are free from petty gossip. Time and money have been freely given by the members to charity calls of many kinds.

Meetings are held once a month, with two yearly events that feature the program—the annual picnic in the summer and the gay Christmas party during the holiday season.

Deaths and removals from the city have reduced the membership to thirty. The officers for the current year

are: President, Mrs. Columbus Schatz; first vice president, Mrs. R. H. Johnson; second vice-president, Mrs. Harry Freeman; secretary, Mrs. A. C. Church; treasurer, Mrs. Elizabeth Mercer.

While on the subject of clubs, there are eighteen women, of whom twelve are residents of Danville, who are in possession of a secret that was first shrouded in mystery some forty years ago, 1889 to be exact.

This secret concerns the meaning of the initials, "G. I. P." which is the name of one of Danville's oldest clubs. This organization was of admitted social origin. There have been no new members and there are now twelve members living here and six living in other cities, eighteen members in all.

This is one of the most unique clubs in the world. It has no officers, no constitution and no by-laws, not even a regular meeting day. It meets whenever the members decide to get together, once a week, once a month, maybe once in two months.

None of the uninitiated have been able to find out what "G. I. P." stands for, in fact some of the masculine relatives of members have been brutal enough to declare that the mystery initials did not stand for anything. The members neither deny nor admit this allegation.

The local members are: Miss Fannie Gregg, Mrs. George M. Wright, Mrs. W. H. Van Valkenburg, Mrs. Ed. Raimer, Mrs. Charles Lewis, Mrs. Sam Short, Mrs. E. K. Wolgamot, Miss Flo Woodbury, Mrs. Clara Tincher, Mrs. J. C. Woodbury, Mrs. Kate Voorhees, Mrs. E. Y. English.

CHAPTER XXV

VERMILION COUNTY IN THE WORLD WAR

DECLARATION OF WAR—RECRUITING—BATTERY A AND COMPANY L—
FIRST IN THE SERVICE—HEAVY ENLISTMENTS—VERMILION COUNTY'S
CLAIM AS THE MOST PATRIOTIC COUNTY IN AMERICA SUBSTAN-
TIATED—CASUALTIES IN FRANCE—DISTINGUISHED SERVICE CROSS—
SIGNING OF THE ARMISTICE—TOTAL ENLISTMENT FIGURES FOR VER-
MILION COUNTY.

Participation of the United States in the World War was preceded by a small war cloud that hovered over the Mexican border and saw two Danville and one Hoopeston state militia units called into Federal service.

Battery A, under command of the late Captain Curtis G. Redden, and Company L, under Captain William Beeler, went from Danville in July, 1916, to the Mexican border. They each served three months on the border and were mustered out of Federal service October 27, 1916, without the loss of man in either outfit.

Company B, Third Regiment, of Hoopeston, entrained June 24, 1916, for Camp Dunne, Springfield, under Captain John H. Steward, later being ordered to the border where the company was stationed eight months, being transferred February 21, 1917, to Fort Sheridan, where the outfit was mustered out of Federal service.

Battery A, Company L, colored, and Company I, voluntarily entered the Federal service again at the beginning

of the World War and Company B, Hoopeston, was mobilized July 25, 1917, and six weeks later entrained for Camp Logan, Texas, later going to Camp Upton, from where they started overseas May 10, 1918, reaching Brest May 24, 1918.

The Hoopeston company experienced its baptism of fire July 4, 1918, near Hamel, when an Illinois unit, in conjunction with the Australians, captured Hamel.

Before leaving the United States, Captain Steward was transferred to Company D, and Captain Burghein came to Company B.

Company experienced its first casualty in the Albert Sector, with the British forces, where Corporal Hart Sartwell received a shrapnel wound that finally invalided him home.

At the height of the Meuse-Argonne battle, Sergeant Fred A. Kennedy, a railroad employe at Rankin, and Albert Kallinski, an employe of the Vermilion Malleable Iron Company, were killed, also a drafted soldier, named Lawrence, who had been assigned to the Hoopeston unit. Sergeant Earl R. Dick was wounded in the right leg, amputation later being necessary.

Following the war, the Hoopeston unit spent the winter in Luxembourg and returned to Hoopeston June 7, 1919.

Three Hoopeston nurses volunteered for service in the war,—Misses Kate Wintermantel, Nellie Ross and Frances Bradley, the first two serving with the Red Cross in France.

Lieutenant Ralph W. Stine, formerly with Company B, was in the Verdun battle with Company L, One Hundred Thirty-second Infantry, where he was killed September 26, 1918. He was formerly high school principal in Hoopes-ton but came from Paxton, where his parents lived. He



VERMILION COUNTY MEMORIAL TO HER WORLD WAR DEAD, DANVILLE, ILL.

was the only member of Company B to be honored with a Distinguished Service Cross for bravery in action, this being issued after his death.

Danville enjoyed the distinction of having a draft board—Martin F. Keagan, Doctor T. E. Walton and Harvey C. Adams, only one of eleven such boards in the United States, that did not charge for their services.

There were draft boards in Danville, Hoopeston and Georgetown.

Harry Carpenter, of Potomac, was the first Vermilion County soldier to give his life in the World War. He perished when the Tuscania was torpedoed February 5, 1918.

Company L, the colored company, had a distinguished career in the war. It left Danville with one hundred and thirty-two volunteers, was recruited up to one hundred and ninety-seven at the training camp, and returned home leaving forty-nine men on the battle fields.

Vermilion County's part in the World War is told concisely in the following article which was written by the late John H. Harrison, editor of *The Commercial-News*, and a member of the Illinois Council of Defense, and which appeared several years ago in the *American Legion Review*:

"Vermilion County, Illinois, of which Danville is the seat, laid claim during the war to being the most patriotic county in America. The honor was disputed but once, and that was by a small town in the state of Washington. While that town equalled the record here, Vermilion county as a whole still holds the unique honor.

"The claim was based on the fact that this county was not touched by the first draft, because we had more volunteers in service than the draft called for. The record

would have persisted throughout the war if the government's plan of giving credit for volunteers had prevailed in all draft calls. But Uncle Sam conceded that credit only in the first instance. When the first call for draft was issued the government announced that the volunteers from a county already in service would be credited against the quota called for, and only enough drafted men would be taken to make up the quota. Vermilion county at that time had enough volunteers in the service to be twenty-five per cent more than the draft called for. Therefore the first draft did not take one man from Vermilion county.

"Thereafter, when draft calls were made, quotas were assigned and taken regardless of how many volunteers had already gone. The volunteer spirit continued in Vermilion county throughout the war, so that practically nobody would have been drafted had the credit for volunteers been continued.

"Between five and six thousand men were sent to the training camps from Vermilion county during the war. Of this number, probably one-half went overseas and one-fourth saw active service in the front line trenches.

"A total of two thousand one hundred and seventeen men were accepted at camp from this county through the three draft boards, located at Danville, Hoopeston, and Georgetown; Danville sending nine hundred and four; Hoopeston five hundred and ninety-one, and Georgetown six hundred and twenty-two. Three draft registrations were made during the war, Danville registering a total of seven thousand five hundred and one, Hoopeston five thousand four hundred and sixty-eight, and Georgetown five thousand five hundred and seventy-seven. The Hoopeston district extended down to Danville and the Georgetown

district consisted of the rest of the county, the Danville district being composed of the city of Danville alone.

“Various patriotic organizations began early to assist in winning shortly after the war was declared. In fact, two of these organizations in Danville got to work before the various military organizations left the city. Camp Egbert, United Spanish War Veterans, composed of ex-service men who served during the Spanish-American War, undertook the task of furnishing the three organizations with a mess fund, knowing more than the civilians did just what the soldiers would need. Other organizations assisted, and by means of tag days the mess funds were secured. Battery A was given its money, four hundred and sixty-five dollars, at Fort Sheridan on the eve of leaving for France; Company I received its fund, three hundred and forty-five dollars, at East Alton before going to the Texas training camp, and Company L was taken care of before it left Danville, receiving three hundred and forty-five dollars.

“The Woman’s Military Auxiliary, composed for the most part of mothers and sisters of the soldiers, was organized early in April, 1917, and was functioning as an organized body when the boot fund was raised, to furnish hip boots for the Vermilion county soldiers going to France. This fund was started after a story appeared in a Chicago newspaper to the effect that Chicago citizens would equip their soldiers in the One hundred Forty-ninth Artillery, to which the Danville battery belonged, with rubber boots. It was taken up by the newspapers of Danville and subscriptions were received at their offices. The auxiliary also saw to it that each soldier who went from Danville was furnished with a kit consisting of brushes, towels, soap, etc.

“Hip boots were furnished Battery A soldiers before they left New York for France, and they were of great benefit to the Danville boys that first winter in France, and probably a number of them now living owe their lives to the thoughtfulness of the citizens of their home town, for the mud was deep and the rainy season was on when they arrived in France.

“The Danville battery received one thousand one hundred and sixty dollars for hip trench boots and they took the boots with them when they went overseas. Shortly after the boots were purchased, the government purchased the entire output from the various boot factories and assumed the task of equipping the American soldiers with trench boots. Danville citizens could purchase no more, so the money left in the fund was divided between the other two companies and distributed upon their return to Danville at the close of the war.

“The war had not progressed far until Red Cross organizations were formed in every city, town and community. Various other organizations, every one bent on backing up the soldiers to the fullest extent, were also formed. Food was conserved that the soldiers might have the very best while winning the war.

“The state council of defense, with its county organizations, the neighborhood committees, the High Twelve Club, Rotary Club, various lodge organizations,—all combined their efforts towards the one object—to win the war in the quickest possible time. Through the efforts of the neighborhood committee, loyalty pledges were sent to every person in the county above the age of eighteen. Out of a population of approximately seventy-six thousand, pledges were received from forty-four thousand one hundred and

twenty-nine. Only two thousand two hundred and three refused to sign. A little more than one-half, or twenty-three thousand three hundred and eighty-four persons, in Danville signed, while in Danville township, outside the city, there were two thousand five hundred and thirteen. Grant township came next, with four thousand and twenty-six, and the Soldiers Home furnished one thousand five hundred and fifty-six more. These pledges showed beyond a doubt that the people of Vermilion county were backing their soldiers.

"Patriotic demonstrations were held in almost every community, flag raisings were popular everywhere and the Stars and Stripes floated from almost every public building and business house and from thousands of residences.

"This sort of patriotism is a tradition with Vermilion County. It did not begin with the World War. It dates back to the early Indian Wars, including the Black Hawk affair, down through the Mexican, Civil and Spanish-American Wars. Vermilion County has always been considered a patriotic county, furnishing its full quota of soldiers in every conflict in which the United States has been engaged, so it was but natural that Danville and Vermilion County should be in the forefront when the United States entered the great world conflict.

"When the World War came there were four military organizations in the county; Battery A, First Illinois Field Artillery; Danville; Company I, Fifth Illinois Infantry, Danville; Company L, Eighth Illinois Infantry, colored, Danville; and Company B, Third Illinois Infantry, Hoopes-ton. All these organizations were immediately called into active service, Company I going to East Alton even before war was declared. All saw service overseas.

“Vermilion County, Illinois, has just cause to be proud of her record in all matters that call for patriotic sacrifice in behalf of the country.”

Division One, Hoopeston, draft board, had jurisdiction over ten townships—Grant, Butler, Middlefork, Ross, Pilot, Blount, Newell, Oakwood, Vance and Jamaica. Division Two, Georgetown, had the balance of the townships, while the Danville draft board, as Mr. Harrison explained, had charge in the city of Danville.

From the official report of the Provost Marshal General, the following statistics regarding Vermilion County have been taken on the draft:

Danville: Registration—June 5, 1917, two thousand seven hundred and ninety-six; June and August, 1918, two hundred and fifty-eight; September 12, 1918, four thousand four hundred and forty-seven; total, seven thousand five hundred and one; accepted at camp, nine hundred and four; general service, eight hundred and ninety-one; remediables, sixteen; limited service, one hundred; disqualified, twenty-eight; deferment—dependency, one thousand two hundred and thirty-nine; agricultural, none; industrial, none.

Hoopeston: Registration—June 5, 1917, two thousand two hundred and fifty-five; June and August, 1918, two hundred and eleven; September 12, 1918, two thousand nine hundred and ninety-one; total, five thousand four hundred and sixty-eight; accepted at camp, five hundred and ninety-one; general service, six hundred and ten; remediables, eleven; limited service, forty-eight; disqualified, one hundred and six; deferment—dependency, one thousand and sixty-six; agricultural, twenty-six; industrial, ten.

Georgetown: Registration—June 5, 1917, two thousand and ninety-four; June and August, 1918, two hundred and eleven; September 12, 1918, three thousand two hundred and seventy-two; total, five thousand five hundred and seventy-seven; accepted at camp, six hundred and twenty-two; general service, five hundred and seventy-five; remediables, thirteen; limited service, fourteen; disqualified, one hundred and forty-nine; deferment—dependency, one thousand and nine; agricultural, twenty; industrial, twenty-eight.

With the close of the World War Battery A, famous over a long period of years, has become a memory, but there have been developed in Danville two strong units of the Illinois National Guards, Companies A and D, both companies being housed in the well equipped new State Armory, which is one of the show places of the city.

In the years to come these two companies will accumulate traditions that will be as dear to the hearts of Danville as those that linger long after the passing of Battery B.

In the years that have passed since the close of the World War, Danville has played an important part in the rehabilitation of the ex-service men through the location here for several years of a subdistrict office of the United States Veterans Bureau, much of this work still being carried on by the Vermilion County Chapter of the American Red Cross, through its Home Service Section, located in the Chamber of Commerce Building.

The complete story of Vermilion County in the World War could not be told in a whole volume, and in this short chapter, only the more important details can be given, so that future generations may know that Vermilion County's record in the World War was on a par with its showing in all the wars of its country.

CHAPTER XXVI

THE PRESS

AMOS WILLIAMS AND R. H. BRYANT ESTABLISH THE FIRST NEWSPAPER IN 1832—THE DANVILLE PATRIOT—EARLY DAY NEWSPAPERMEN—SLOGANS—VERMILION COUNTY PRESS—NEWSPAPERS AS MOLDERS OF PUBLIC OPINION—EARLY MARKET QUOTATIONS—THE DANVILLE TIMES—CLINTON CLAY TILTON—CAREER OF JOHN H. HARRISON—THE COMMERCIAL-NEWS OF TODAY—OTHER LEADING PUBLICATIONS OF VERMILION COUNTY.

The first newspaper in Vermilion County was a weekly Democratic publication established in Danville in 1832 by Amos Williams and R. H. Bryant. A few years later Mr. Bryant bought full control and he then took in Mr. Loveless as a partner. Later Mr. Bryant sold out to Mr. Delay, but afterward bought the paper back, later suspending publication and removing the plant to Milwaukee, Wisconsin. No known copies of this pioneer paper are in existence.

Copies of a number of Danville publications, dating as far back as 1846 are in possession of Clinton Clay Tilton and these will probably eventually find their way into the county historical museum maintained at the Public Library by the Governor Bradford Chapter, Daughters of the American Revolution, who have done a great deal to preserve relics of the early days of the county.

The Danville Patriot is the oldest publication of which a copy is in existence today. It was founded in 1843, probably succeeding the first weekly mentioned above. Daniel Clapp was the publisher and editor. Mr. Clapp made money in the newspaper field and in 1855 bought the stock security bank which was being operated in Danville at that time, but he found banking much different from publishing a newspaper and the bank's failure followed soon afterward.

The Illinois Citizen was established in 1849 by J. Hollingsworth, and this was followed in 1855 by the Independent and in 1856 by the Prairie State, "A Family Paper Devoted to Politics, News, Agriculture, Mechanics, Science, Literature, Foreign Intelligence, the Markets, etc., etc.," and which was published by A. Y. Harrison.

All early newspapers carried elaborate statements of their reasons for publication, the Illinois Citizen stating that it was "A Weekly Newspaper Devoted to Politics, Literature, Agriculture and General Intelligence." The slogan of the Danville Patriot was "Eternal Vigilance Is the Price of Liberty."

These pioneer newspapers did fill a widely felt need of a growing city and county, for in addition to the local news and news of a national and world interest mostly secured from the columns of New York, Boston, and other eastern newspapers after they were received in Danville, they provided the community with the greater part of its literature, for the Bible and the newspaper were the two chief sources of reading material in the pioneer homes.

The Independent, published by McKinley & Blackford, had for its slogan, "Hew to the Line, Let the Chips Fall Where They May." The copy of May 21, 1857, which is in possession of Mr. Tilton, carries the advertisement of

the first cut rate store in Vermilion County, the grocery store of Henry Church, of Catlin, who heralded the advent of the first railroad by heading his advertisement "The Railroad Cars Have Come."

This merchant evidently realized what railroad transportation was going to do to the cost of merchandise, for he boldly advertised to sell groceries seven per cent cheaper than the merchants of Danville and Georgetown.

The Vermilion County Press was established in 1860 by James D. Kilpatrick, and this was followed in 1860 by the founding by G. Price Smith of the Danville Republican, the slogan of which was "Free Soil, Free Men, and Free Speech."

This newspaper was also the first to cut the subscription rate to one dollar a year, advertising itself as "The Cheapest and Best Paper in Vermilion County."

This paper in its March 9, 1860, issue carried the following interesting resume of the amount of business transacted in the city of Danville in 1859: Carriage and wagon makers: William Giddings, ten thousand dollars; Layton & Norton, nine thousand dollars; Jeremiah Pate, three thousand five hundred dollars. Furniture: J. S. Screder, ten thousand dollars; Waple & Davis, three thousand five hundred dollars. Marble Shop: H. M. Kimball, one thousand five hundred dollars. Jewelry: S. N. Monroe, three thousand dollars. Groceries: Myers & Company, twenty thousand dollars; E. Bateman & Company, eighteen thousand dollars; A. G. Webster, ten thousand dollars; Wright & French, twelve thousand dollars. Lumber: C. Ralston, seventeen thousand dollars; J. W. & J. M. Lamm, eight thousand dollars. Hardware: William Bandy, eight thousand dollars. Tailors: James Palmer, five thousand dollars; Robbins & Raines, five thousand dollars; H. H.

Loutzenheiser, eight hundred dollars. Shoes: Peter Beyer, ten thousand dollars: Dry Goods: E. P. Martin, thirty-five thousand dollars; Samuel Frazier, thirty thousand dollars; Lowry & Woods, thirty-six thousand dollars; S. T. Moore, twenty-five thousand dollars; N. R. Gessie, ten thousand dollars; V. P. Leseure, twenty thousand dollars; J. Bailey, fifteen thousand dollars; Lamm, Partlow & Company, twenty-two thousand dollars; R. V. Leverich, ten thousand dollars. Drugs and Books: W. S. Woodbury, ten thousand dollars; Partlow & Short, eight thousand dollars. Commission Houses: C. Ralston, twenty-two thousand dollars, in addition to his lumber business. Saddlery and Harness: R. V. Chesley, five thousand dollars; William Myers, eight thousand dollars. Livery Stables: W. S. Sherman, two thousand dollars. Stoves, etc.: William Brown, eight thousand dollars; J. F. Miller, six thousand dollars. Hotels: McCormack House, thirty thousand dollars; Danville Hotel, ten thousand dollars. Bakeries: B. Lamcool, five thousand dollars; J. Briner, one thousand dollars. Mills: Henderson, Kyger & Company, forty-five thousand dollars. Agricultural Machinery: L. Guinup, six thousand five hundred and eighty-three dollars.

The early day newspapers were the molders of public opinion and the faithful recorders of history as it was being made.

The Prairie State was perhaps the most caustic of them all, an early issue taking this fling at the fact that Danville had but two churches in 1856. "Leavenworth City, Kansas Territory, less than eighteen months old, has four churches, while in Danville, Illinois, a town now thirty years old, and which contains within its corporate limits more wealth than all the towns in Kansas, has but two and they would disgrace an Indian vallage."

In another column the same editor scores the gossipers of Danville, the writer probably having been the victim of Dame Gossip, his editorial reading: "A writer truthfully remarks that 'it is not crimes, such as robbery and murder, which destroy the peace of society, so much as village gossip, family quarrels, jealousies and bickerings between neighbors, meddlesomeness and tattling, which are the canker which eats into all social happiness.' There is more 'truth than poetry' in the above and we commend the especial perusal of same to the ladies (?) and gentlemen (?) of Danville."

Market quotations for 1860 as shown by the copies of some of these early papers were as follows: Eggs, eight cents; butter, twelve cents to fifteen cents; potatoes, forty cents; wheat, ninety cents; corn, twenty-six cents to twenty-eight cents; sugar, ten cents to eleven cents; coffee, eighteen cents; lard, twelve cents.

The one copy of the Illinois Citizen, November 7, 1849, carried the following interesting market quotations, which deserve to be preserved for future comparisons: Perrysville, Indiana.—Wheat, sixty to seventy cents; corn, twenty cents to twenty-five cents; oats, twelve and one-half cents. Covington, Indiana.—Wheat, seventy-two cents to seventy-five cents; corn, twenty cents to twenty-four cents; flour, four dollars and fifty cents barrel.

The Commercial-News of today represents the survival of the best in Danville's newspapers, the consolidations and mergers during the past sixty odd years of the leaders in training public opinion. The Danville Commercial—established April 5, 1866, by the banking and real estate firm of Short & Wright, its first editor being P. D. Hammond. This newspaper, during the 64 years of its existence, has exerted a tremendous influence upon the

growth and development of Danville and Vermilion county through its public policy.

December 12, 1867, the owners of the Commercial bought the Danville Plaindealer, merging the two papers under the name of the Danville Commercial and Plaindealer, but on May 14, 1868, the name "Plaindealer" was dropped from the title. September 10, 1878, it became the Daily Danville Commercial, that being the date of the first daily edition.

On October 10, 1867, J. G. Kingsbury became the editorial associate of Mr. Hammond on the Commercial and on the same date John C. Short retired from the firm of Short & Wright, being succeeded by Abraham Sandusky and Andrew Gundy, old residents of the county, the new firm being known as John C. Short & Company.

Upon the merger with the Plaindealer, Col. R. H. Johnson, editor of the Plaindealer, became associate editor with Mr. Hammond and Mr. Kingsbury. Mr. Hammond retired as managing editor September 17, 1868, to assume editorial charge of the Lafayette, Indiana, Journal. Mr. Kingsbury became managing editor, Colonel Johnson remaining as associate editor until March 25, 1869.

August 5, 1869, Jesse Harper, of Williamsport, Indiana, purchased an interest in the paper. July 14, 1873, he retired from editorial connection with the paper, selling his interest to A. Harper, a nephew, who with his brother, O. E. Harper, became the publishers under the firm name of Harper Brothers.

From that date until November 20 of the same year, O. E. Harper and Maj. E. A. Routhe were the editors. On the latter date Park T. Martin, of Shelbyville, Illinois, purchased the sole remaining interest of John C. Short & Company and assumed the editorship, the publishers being

known as Harpers & Martin and Major Routhe continuing as associate editor.

S. H. Huber bought an interest in this paper in the spring of 1874, more capital was secured, a stock company was incorporated under the name of The Commercial Company and the capitalization fixed at fifteen thousand dollars, of which \$11,200 was paid up, divided among the four incorporators: O. E. Harper, A. Harper, Park T. Martin and S. H. Huber. A. Harper was president and Park T. Martin, secretary and business manager, as well as managing editor.

O. E. Harper disposed of his stock in March, 1876, to R. C. Holton, the latter becoming superintendent of the mechanical department. In February, 1877, Huber and Martin disposed of their stock to their associates and Mr. Huber retired from all connection with the paper to enter the ministry. A. J. Adams, connected with the business management of the Danville Times, bought stock in the company and became business manager in August, 1878, the paper starting a daily edition less than a month later. The Danville News was started in October, 1873, and in July, 1874, passed into the control of the Illinois Printing Company, which was incorporated at that time for fifty thousand dollars. A daily edition of this paper was started October 13, 1876. One of the founders of the News and incorporators of the Illinois Printing Company was W. R. Jewell, who became vice president and editor in July, 1875. He wielded a strong editorial influence for many years in Danville and was editor of the News at the time it was consolidated with the Evening Commercial in 1903 under the present name of The Commercial-News by John H. Harrison and W. J. Parrett. George W. Flynn was president

and manager of the Illinois Printing Company and Joseph H. Woodmansee was secretary and treasurer.

The Danville Times was established in February, 1868, by A. G. Smith. It later became a daily and for years Editor Smith published a paper noted for its freedom of thought and its discussions of secular subjects. Its editorials were widely copied and at times it enjoyed a greater patronage than was ever accorded any other paper.

The Danville Weekly Post was established here in June, 1878, by Jacobs & Thompson and at the time was the only Democratic paper in the county. The publishers of the Post were the founders and publishers of the Chrisman, Illinois, Leader.

The Press was established in 1887 and the Democrat was established in 1897, these two Democratic dailies consolidating in 1908 under the name of the Press-Democrat, the title later being changed to the Danville Morning Press.

Clint Clay Tilton, referred to several times in this volume as the county's greatest student of local history, was chief owner and editor of this paper for a time, but disposed of most of his holdings later to a stock company and retired from active business, although he still retained some stock at the time of the sale of the paper to The Commercial-News, with which it was merged in 1927, finally narrowing the newspaper field in Danville down to one daily, which has the distinction of having the largest circulation, twenty-nine thousand, of any daily newspaper in a city the size of Danville.

John H. Harrison, whose death occurred March 2, 1930, in Miami Beach, Florida, came to Danville in December, 1897, and bought the Commercial with his cousin, Robert P. Harrison, who had been with the Commercial as editor. Mr. Harrison became business manager.

W. J. Parrett, present manager of The Commercial-News, came to the Commercial May 1, 1898, as advertising manager, a year later acquiring an interest, upon the retirement of Robert P. Harrison, who went to the Indian Territory as a federal court clerk, and becoming business manager, John H. Harrison changing to the position of editor, which he held until his death.

The North Vermilion Chronicle issued its first number January 11, 1872, in Hoopeston, about six months after the birth of the city. This was published by Seavy & Wallace, young printers, who achieved the distinction of watching the copies of the first issue sold at auction at fancy prices. This issue contained a complete account of the "Early Days of Hoopeston," and the first copy off the press went at auction at the remarkable price of thirty-two dollars and fifty cents. It was only a seven-folio publication with six columns of advertising, but the remaining copies were sold at prices that must have warmed the hearts of the young publishers. This paper has been published continuously since, later acquiring the Herald, a new publication, and now being known as the Hoopeston Chronicle-Herald, published and edited by Chester A. Aldrich.

In Rossville in 1873 the Observer, a weekly, was started by Mr. Moore. It was a Republican paper but in 1876 changed to the "greenback" party. It was discontinued shortly after the change and its publisher moved to Champaign, where he became connected with the Union. In 1876 J. Cromer started the Enterprise, which was published for two years, Mr. Cromer then going to Homer where he published a paper for many years. Rossville was without a paper for some years but today is represented by one of the liveliest weeklies in the state, the Rossville Press.

Besides The Commercial-News in Danville, and the Hoopeston Chronicle-Herald and the Rossville Press, which is owned and edited by F. S. Austin, Vermilion County is served by the following weekly newspapers:

Vermilion County Star, Danville, labor weekly, edited by Frank A. Leven; Sidell Journal, Sidell, T. B. Williams, publisher; Georgetown News, Georgetown, Fred W. Cheney, publisher; Ridgefarm Republican, Ridgefarm, A. H. Glick, publisher; and the Rankin Independent, Rankin, Charles R. Hill, publisher.

Fairmount Review was the last paper in the county to suspend publication. Westville boasted a weekly paper for several years, but this ceased publication about eight or ten years ago, although Westville has been steadily growing and improving and today is a city of more than four thousand people. Potomac also had a weekly paper for many years and there have been numerous other publishing ventures about the county.

CHAPTER XXVII

NATIONAL SOLDIERS HOME

ESTABLISHMENT IN 1897—ITS PURPOSE—WAR VETERANS—HOSPITAL—
BUILDINGS AND GROUNDS—MANAGEMENT—"UNCLE JOE" CANNON.

Danville has one institution that can not be classed as an industry, yet it pours more than a million dollars a year into the channels of Danville's business life. Neither is it a recreational center, an educational institution nor a commercial organization and yet it is one of Danville's biggest assets, both from the standpoint of its annual expenditures and its attraction for the general public.

This is the National Home for Disabled Volunteer Soldiers, more popularly known as the Soldiers Home. It was established in Danville by an act of Congress, approved June 4, 1897, and was ready for use July 1, 1898, after several buildings had been completed.

The cost of the grounds and buildings, at a time when building costs were not as high as they are now, was one million, three hundred and twenty-one thousand, six hundred and ninety dollars and sixty-three cents. Of this amount forty-five thousand, nine hundred and sixty-one dollars and twenty-five cents was paid for the three hundred and twenty-five acres of land which comprise the government reservation.

It is one of a chain of national homes, controlled by a national board and at the present time houses approximately two thousand three hundred and fifty men and women, for there are twenty women, who were either navy yeomanettes or army nurses, at the home. This number varies from day to day, as there are men leaving and entering every day.

It was originally established for the Civil War veterans, but today there are only four hundred and twenty-nine of the survivors of the struggle of 1861 at the home, and they are rapidly passing away.

There are one thousand nine hundred and thirteen veterans of the Spanish-American War at the home today, these ex-soldiers forming the greatest percentage of members. This number also includes the veterans of the Indian campaigns, World War veterans number eight hundred and fifty-nine. Ex-service men from the army, the navy and the Marine Corps are admitted to the national home.

There are a total of fifty-seven buildings on the government reservation, including everything. Col. O. K. Marshall, who came here about three years ago from the home in Los Angeles, California, is the governor. Colonel Marshall had been governor of the Los Angeles home for six years.

Governor Marshall has a staff of fourteen officers under him, besides the four hundred and twenty-five employes of the home, part of whom are civilians and part members of the home who prefer to work.

The operating expenses alone of this institution amount to an average of six hundred and twenty-five thousand dollars a year, which does not include the monthly pensions paid the members by the government, which will average

sixty-five thousand dollars a month, or seven hundred and eighty thousand dollars a year, the greater part of which is also spent in Danville.

There is a well equipped hospital of two hundred and sixty-five beds, with a chief surgeon and a staff of five assistant surgeons, three consulting doctors and twenty nurses. And a bill is now pending before Congress for an addition to the hospital.

The home maintains its own greenhouses, from which flowers are available at all times of the year for the hospital. The farm land which forms part of the reservation is cultivated. There is a home store, where the members can buy hundreds of articles.

The street railway system of Danville has a line extended into the home grounds, where there is a depot, and ten minute service is maintained between the home and the downtown district.

The government has even seen fit to provide high class league baseball for the members by leasing the ground for the Three-Eye League baseball park, the members being permitted to view the games without charge.

During the years that have passed since its establishment, the trees and shrubbery have grown to a point now where the home grounds present the appearance of a beautiful park, well landscaped, with plenty of flowers blooming through the summer months.

The various buildings are almost hidden among the trees and the whole gives Danville one of its most noted beauty spots, which is visited by practically everyone who comes to this city.

The home maintains a band, which plays concerts throughout the summer months, to which the public is in-

vited. Many of the members have purchased small homes in that section of the city, where they maintain their families.

The National Soldiers Home, which was secured for Danville through the efforts of Uncle Joe Cannon, is one of Danville's assets.

CHAPTER XXVIII

EARLY MILLS IN VERMILION COUNTY

By Juanita Martin

TOWN OF ALVIN TODAY—IMPORTANCE OF THE MILL—OLD BARLOW MILL
AND ITS CENTURY OF SERVICE—MILLING IN DANVILLE—AMOS WIL-
LIAMS—A LIFE OF SERVICE—SIGNIFICANCE OF A PIONEER INDUSTRY.

It was in just such a town as one would expect to find an old mill—a town that “smacked” of the past. Such is Alvin, Illinois, of today! Entering the small town for the first time to view its famous old mill, I noticed especially its exterior. Leaving the paved road at its “city limits” we bumped along over deep ruts. We even doubted that we were in a twentieth century town, but wondered if old Time had not taken us back a hundred years. Not an automobile parked along its one business street! A garage—not a blacksmith shop—brought us back to the present century. It was Sunday—even the garage was closed. Not a living creature was in sight but ourselves. A train whistle and a fast non-stop express broke the stillness of the little town. Somehow the present day sounds seemed out-of-place there. We preferred our train of thoughts concerning the past century unbroken by reminders of the present. We seemed to be surrounded by virgin forests. The tall, gnarled, old oaks seemed to tell us that they had stood there for ages. From these trees

peeped little cottages—not our present day cottages—but those that brought before our view a page from our old history books, or an old engraving in grandmother's home—the picture of the pioneer cottage of the early nineteenth century.

Up slight bush-covered hills and down rock ravines! We were living in the past when we crossed the narrow, dirt dam and faced Barlow Mill. The mill was built on an embankment. Huge, rough-hewn posts supported the old, old building. Now and then a post showed its decay. We even doubted their ability to support the rambling structure above. The building was weather-boarded—not with the narrow smooth, over-lapping boards of today, but with wide rough boards, that told their own story, of hours of labor and strain, with hand made tools, as the hardy pioneer slowly cut them from the giant trees. The door was solidly built except for a little glass window about a foot square. Glass was expensive and scarce in those days.

The present operator of the mill—"mill wright and pattern maker," George Fusselman, still in his miller's clothes, took us through the mill. The ponderous door swung open, and, hesitatingly we entered. The odor of ground meal, corn, and buckwheat assailed our nostrils. An old green and white cat lay curled upon the sack of meal or flour (whatever it might be). Upon our entrance she slowly stretched, as if yawning, and, being a very affectionate kitty, accompanied us on our tour. The boards beneath our feet were worn. Through the cracks we could see the basement or, what was really the first floor of the mill. All the while the roar and swish of falling water filled our ears.

To our left was the office, the only modern and new part of the mill. The yellow, new, unpainted boards con-

trusted greatly with the dark worn floor. We went through a trap door (if it can be called such) down tottering stairs to the basement of the mill. By walking out on a narrow board, we could look down into a wooden bin or enclosure of about six feet square. The water poured through a narrow opening, falling some four or five feet into the bin. On the outer edge of the bin, where the water seeped through were rows and rows of massive, clear icicles, a pretty sight.

The power generated by the water wheel and controlled by a turbine set several wheels rotating. Connected by bands these wheels, of which there were four or more in number, started the shaft turning which in turn started the motion of the stone burr. We had seen the mechanical power of the mill, so again we climbed the creaking steps to the upper floor.

Mr. Fusselman told us a little of the history of the mill. The mill was first built in 1838, almost a hundred years ago. The burrs now used, which are the original stones, came from France. They came by water to Perrysville, Indiana, from New Orleans, by way of the Mississippi, the Ohio and the Wabash. The remaining journey to Alvin was completed by wagon. Another set of stones was brought there to be used but did not prove as satisfactory as the original ones, so they were again used.

The mill is located on the East Fork of the North Fork River. The mill performs other services as well; hydro-electric power is generated for the surrounding community, and ice is cut in the winter. Corn meal and buckwheat flour are the main products of the mill, but no wheat flour because it could not compete with the white and refined flour of the great modern mills. Mr. Fusselman con-

cluded somewhat wistfully, shall I say, with the merits of the old time flour as, "good old wholesome stuff."

Mrs. Barlow, the present owner of the mill and the sister of Mr. Fusselman, told us much of its past history. The mill was built in 1832 by Joe Chrisman. He had started building a mill at Myersville, but during the construction an excavation fell on one of the Chrismans, killing him. As the surroundings brought up happy memories they bought the mill site at Alvin, where the present mill is located. The mill passed through various hands, but, perhaps, is best known to old settlers as the Ross Mill, or the Maines Mill, but to the present generation as Barlow Mill. The mill with a firm foundation would probably last for many years still, but the posts are now rapidly decaying and may soon fall. It is hoped that the mill will last four more years, thus completing its century of milling service. The mill now supplies some twenty-eight or nine stores of Danville with corn meal.

Many incidents of interest are connected with the mill. One that probably captures our interest, if not our admiration, was the murder of one of the mill owners, by the name of Persons. Persons and Miller were arguing over a small account. In the heat of the argument Miller dropped his pocket book on the counter and went off—forgetting it. He hired three men to either secure the pocket-book, or kill Persons. One of the conspirators, a little the worse for drink, followed Persons into the meadow one evening. Without giving Persons a chance to explain or return the pocket-book, the fellow shot him down.

At one time there was a little store built a few yards from the mill. With a small stock the mill owner supplied the simple necessities of the community. Looking across the rolling wooded land we could scarcely realize that once

it was a very famous Indian camping ground, and that often Indians visited the old mill and walked upon the very boards upon which he had just trod. A motley crowd of pioneers mixed with Indians would gather at the old mill on voting day. Many heated arguments, not a few fights, and an excessive flowing of "old corn whiskey" would ensue.

Barlow Mill is the only old mill still in use in Vermilion County, and is said to be one of the remaining two in Illinois. The mill has seen "a glorious past" and we hope it may last for many years to come.

In the vicinity of Danville, milling proved a profitable and wide-spread industry. Numbers of mills were erected here only to be destroyed or abandoned during the advance of civilization. The Bob Trickle Mill, better known as the Gilbert Mill, the first mill in Danville, the Kyger Mill, later the Amber Mills, and scores of others may awaken in some of the old settlers a reminiscent line of thought.

Amos Williams, "who held almost all the offices (in Danville) at that time from postmaster to poundmaster," bought a site on the Vermilion and probably built the mill that is better known as Cotton's Mill. The date has faded from memory. But it seems Williams was better fitted for municipal offices, for the mill proved a great expense. The mill was purchased, at William's death, by Mr. Cotton, who operated it until 1867, when modern milling forced him out of business.

At a time before the dam was built in the Vermilion River, when the water was low, an old stone could be seen in the bed near the present Memorial Bridge. "Thousands of people have seen it," either in the river bed or in front of one of Danville's residences. Little did we know that that stone had once been used in the old Gilbert Mill, that

it had been hewn from a rough river boulder by Amos Williams. For years the stone had turned and turned. Bushels and bushels of grain had been ground beneath its rough surface. It had performed its service for the mill and was discarded—probably thrown into the river. Years passed—the stone had probably been carried down the stream during high water.

The ferry boat needed a post of some sort to stay its river end. A pole could not be buried deep enough to withstand the surge of the waves. The old mill stone again performed a valuable service. "By framing the staff into the hole in the stone, however, all these difficulties would be obviated; and this plan was tried, which proved a great success." The years passed. The ferry no longer existed. Again the stone was forgotten. Perhaps many, passing over the wagon bridge, noticed with indifference the huge, peculiarly-shaped rock. Only a few knew its history and appreciated its service. One removed the stone and placed it in front of his home, where it stands today—a stone still intact, the grooves still as perfectly shaped as in their first years. Another service may be demanded of the stone—that of becoming a stone garden table. The old mill burr has given Danville a "life" of service.

The cry of the Indian echoed over the hills and streams. The prairie fire lightened the gloom of twilight. An old log building stood in the foreground, silhouetted against the evening sky. Dusky figures crept stealthily into the shadows of the forests. The swish of the water and the creaking of the water wheel gained in volume. The war cry of the Indians became fainter—and then silence.

The dawn of a tomorrow flooded the skies! Dark masses of steel, brick, and stone were revealed in the morning glow.

The old mills are gone, only an old stone or perhaps a few decayed logs mark their sites. The Indian cry is no longer heard, only the shrill whistle of the trains, as they rush over the old Indian hunting ground. The prairie fires are lost in the dazzling brightness of the age of electricity. The hum of hydro-electric driven motors take the place of the swishing water wheels. Twilight has only faded into—dawn.

CHAPTER XXIX

EXTINCT TOWNS (By W. H. Hackman)

THE PASSING OF SALEM—WEAVER CITY IN 1872—FATE OF THE TOWN
OF GILBERT—PROSPECT CITY—LEESBURG—MONROE—FRANKLIN—
MYERSVILLE—GREENVILLE—EARLIER NAMES OF PRESENT TOWNS—
EFFECT OF THE RAILROAD.

Many times you hear the expression: "The old town's dead, dead as a town can be."

Maybe you have used the expression yourself, without seriously considering what it means to be a "dead town." During the century which has elapsed since the formation of Vermilion County, nearly a score of towns have really died.

In many instances the "dead towns" have not even a little stone marker to tell where they once thrived—where the laughter of children once echoed in their streets. Some of them once had hopes of becoming the county seat of the great county of Vermilion. At least one of them, Denmark, came near being selected as such. Where once the early settlers of the county were wont to race their fleet horses down the principal street of Denmark, on holidays, the waters of Lake Vermilion now flow gently toward the big dam which impounds millions of gallons of water for Danville's use.

These early towns have passed from the picture along with the pioneers who helped conquer the prairie, even their names being unfamiliar to the present generation.

In many instances the really "dead towns" did not die natural deaths, but were killed in their infancy by the coming of the railroads. During the early years of the county, as was the case in many other counties in Illinois, and during the half century before the great steel highways penetrated the wilderness of the extensive prairie, it was the custom to build towns at cross roads, and as roads were laid out villages sprung up as if by magic, only to wither and die as the inhabitants moved to other places which had a better chance to survive.

Usually the town was built around a plaza or hollow square, with a blacksmith shop flanking the square and a general store at the other side. In this manner Danville was laid out by Daniel W. Beckwith, in whose honor the town was named. Georgetown is another example of this early custom.

For a few years the town of Salem looked like a "comer," but all that remains of it is a field just east of the Goodwine Cemetery, south of Jamesburg and east of what was once Higginsville. Salem was surveyed and platted, according to a deed on file in the office of County Recorder William H. Carter, in March, 1836, ten years after Vermilion County came into existence. The plat was filed for record on April 21 of that year by B. T. Herring, surveyor. It prospered for a time, or until the residents started moving to Vermilion Rapids, the town that apparently was destined to be one of the biggest on the prairie. This town was laid out in 1836 also and efforts were made to sell lots in New York, the promoters claiming that the Vermilion River was navigable to the rapids, where the

new town was built. Later, after all efforts to interest eastern capital in the city at the head of navigation, the town took on the name of Higginsville, after the name of its founder, Amando Higgins. With the construction of the Rossville-Sidell branch of the Chicago & Eastern Illinois Railroad, which missed Higginsville, the town of Jamesburg sprung up on the railroad, and all that remains of Higginsville is a memory, there being little to mark the spot where it once stood. There is still a ripple in the Middlefork River, where the rapids of nearly one hundred years ago were supposed to head off any further navigation upstream.

Weaver City was another town with bright prospects, laid out and platted for George Weaver by Alexander Bowman in 1872. Weaver, on whose land the town was built, conceived the idea that by building on both sides of the Logansport, Bloomington & Western Railroad, later the Lake Erie & Western, and now owned by the Nickel Plate, he could build a city that would stand forever and be a monument to his memory. For some reason the town failed, and there is nothing to mark its grave, just east of the present village of Cheneyville, near the state line between Illinois and Indiana.

A like fate met the town of Gilbert, which was named for Alvan Gilbert, pioneer resident of Rossville and for many years a prominent member of the board of supervisors of Vermilion county. Gilbert was just west of the Chicago and Eastern Illinois railroad, about half-way between the present village of Alvin and the unincorporated town of Bismarck. When the narrow gauge railroad, now known as the Illinois Central Railroad, was built from West Lebanon, Indiana, to Leroy, Illinois, Gilbert began to die and the town of Alvin came into being. Through an

error in getting up a petition for the location of a post-office in Alvin, the name of the town was given as "Alvin," instead of "Alvan." Both the Illinois Central and the Chicago and Eastern Illinois railroads called the station "Alvan" for many years, but the government would not change the name of the postoffice, and about twenty years ago even the railroads changed the spelling and "Alvin" it is.

Prospect City was another town laid out in the north part of the county, which has for a long time been in the discard, but which gave promise early of being a good town. It was laid out for Jane Taft, said to have been a distant relative of the late Chief Justice William Howard Taft of the United States Supreme Court, in 1857 by Ashel D. Southworth, surveyor. It was east of the present city of Hoopeston. The town failed to make good, however, and when Hoopeston came into existence with the building of the railroad, Prospect City passed out of the picture.

Leesburg was for a time the metropolis of the southern part of the county. It came into being in 1850, being platted for Uriah McMillan by Joseph Smith. According to the plat on file in the recorder's office it was located about three or four miles southeast of Himrod, in McKendree Township.

Where the town of Monroe once stood is now a field south of the village of Humerick, in Love Township. Monroe grew for a time and disappeared almost as quick as it had sprung up. It was platted in May, 1837, for Stephen Mafield and James Haworth. Another town of some prominence in its day was Shepard, almost east of what is now Westville. This town was the idea of John Villars

and was platted by Owen West, county surveyor, in July, 1836.

Franklin was once a thriving village, being laid out in 1837, the plat being made for Jacob Fisher and Hezekiah Rogers and filed with County Recorder Amos Williams. It was located on the Hubbard Trail to Fort Dearborn. It stood on the southwest quarter of section five, township twenty, range eleven west, just north of where the Dixie highway now crosses the North Fork branch of the Vermilion River, near Seaton hill.

The town of Myersville, where a mill was operated for many years, is given the credit for causing the death of Franklin. Myersville was located on the river, about a mile east of the Hubbard Trail, between Moore's Corner and the present unincorporated town of Bismarck. There was a mill at Myersville, operated by water power. Myersville took the count when Bismarck started up with the building of the Chicago and Eastern Illinois Railroad. Myersville was too far from the railroad and some of its stores and dwellings were moved over to the new village.

Greenville was platted in 1836. It was in Pilot Township, southwest of Charity, which by the way also died many years ago, leaving only Hope, which is situated on State Route Forty-nine in the northern part of Pilot Township. A church and a little school, together with one or two stores and a gasoline filling station is all that is left of Hope. Bluegrass, about midway between Potomac and East Lynn, was once a thriving village, but the railroads sounded its death knell and there is nothing to designate where it once stood.

A number of towns have changed names during the nearly one hundred years. Potomac was once known and

was platted as Marysville. Fairmount was first laid out as Salina and Indianola was christened Chillicothe and later was known as Dallas.

The phantom hand of time has laid heavy hold on many towns which once thrived in Vermilion County, and the old settlers, could they come back today, would find it a hard task to travel back to the towns and villages they once knew, and fondly visioned them as cities of the future.

"Killed by the railroads" might be a fitting epitaph for many of these villages of the past. The coming of paved roads, which made it possible for the automobile to get to the larger towns and cities during all months of the year probably caused the demise of others.

CHAPTER XXX

A CIVIL WAR TIME MYSTERY (By Hud Robbins)

DISCOVERY OF SKELETONS — NUMEROUS EXPLANATIONS — SUPPOSED
GUERRILLA WARFARE—REMINISCENCES OF OLD RESIDENTS—"LOST
ISLAND."

One phase of Vermilion County's history that seems to have been hitherto unpublished was revived in August, 1929, with the discovery of two complete skeletons buried under about six feet of ground about one-fourth mile north of the old Boiling Springs road on the banks of the North Fork River.

For a long time after they were found by Herman Tengen, Jr., who was excavating for a new house, the mystery of these bones was unsolved. Later, however, several old-timers in the vicinity came forth with the belief that they were the bones of the victims of a band of Southern sympathizers who camped near that place during the Civil War, and carried on a Guerilla warfare with the residents of the community.

These nefarious wanderers, according to those who remembered them, were scattered in many camps between what was formerly known as Beaver Lake, which has since been drained, and Paris and other Edgar County towns.

They were engaged mostly in horse stealing but would beset the lonely wanderer with the least provocation and rob him of all valuables. If he offered resistance, he was in danger of losing his life. Headquarters for the band were maintained on an island in the middle of Beaver Lake.

Certain shallow places in the lake, known only to them, afforded means of getting their stolen stock to the rendezvous. There they were held for a while and taken northward and sold. The camps along the way furnished stopping places for the raiders on their way to Lost Island, as the rendezvous came to be known.

An accurate description of the members of the band or their names has been lost in the passage of time. But the authenticity of the stories of their activities can hardly be doubted because of the many persons who can still recall the tales of their depredations.

One of the men who furnished part of the material for this chapter was Fred Buy, who has spent virtually all his life on his farm which is located on the west banks of Lake Vermilion. He recalled many hunting expeditions on which he accompanied his father and how all the hunters avoided contact with the members of the outlaw band.

Their reputation, according to Mr. Buy, was of the worst. Several men, in fact, disappeared entirely and the Guerillas were supposed to have murdered them for their horses and guns. The skeleton bones seemed to bear out this fact because of the absence of identification marks of any kind.

The bones were in a perfect state of preservation. They were not decayed nor broken despite their entire lengths being covered by piles of rocks and buried under six feet of dirt. The absence of shreds of cloth or buttons

or marks of any kind seemed to indicate that they had been buried without any clothes in order that identification would be difficult.

The skeltons apparently had been lowered into the graves on flat boards. Particles of the boards still remained. They were not intact but they were still evident in small pieces that had become disintegrated with time and the dampness of the ground.

One of the skeletons was that of a large man. The other might have been the skeleton of a woman. Both sets of teeth were perfect. They showed signs of being worn slightly on their grinding edges but this was taken to prove that they were both adults. None of the teeth were missing.

They had been lowered into the ground in separate graves and the bodies covered over with a layer of rocks. These rocks had fallen into the graves but none of the bones was damaged in the least.

For a long time they were objects of curiosity seekers. Many believed them to be the remains of Indian warriors who had fallen in battle. However, the absence of any foreign subject such as pieces of blankets or skins, impleplements or beads, seemed to disprove this theory.

It was then that word was received that perhaps Fred Buy, who was known to have been a resident of that section for many years, might have some explanation for the strange discovery. And it was he that first advanced the story of the Guerilla band.

Many other old residents of the community were called on and all of them faintly remembered the presence of the outlaws, although their recollections were hazy.

But another phase of the tale was told by Frank Culp, who also has lived in Vermilion County for many years.

His story was not that of his own recollection. It was told to him by another man many years ago, although he remembers the general story from his boyhood days.

The man with whom he talked told him the story of the activities of the Guerillas. It seems as though they were headed by a bold and fearless leader. The headquarters were used to gather together the collections of stolen goods for marketing.

The sub-camps were scattered along all the trails between Paris and Lost Island. Horses would be stolen and cabins of sparsely settled neighborhoods raided and personal belongings of the occupants stolen. Many tales that hinted of murder were included in the story told to Mr. Culp.

The camp near Danville was located just north of the Boiling Springs road, which, at that time, was used as a fording place across the river. Lone hunters and travelers avoided coming within close proximity of the camps.

Another camp was reputed to have been located near the old site of Higginsville, a few miles west and north of Danville. Bands of stolen horses would be kept during the day at these stopping places and taken to the next under the cover of darkness.

Soon after the war closed, these outlaws were routed. According to the story told to Mr. Culp, a group of residents of the territory between Georgetown and Sidell banded together and decided to rid the community of them.

They rode northward and were joined by others along the way who had had their farms infested with the outlaws. By the time they reached Danville, they were more than one hundred strong. They rode into the camps of the outlaws and put them to flight.

Somewhere near Bismarck, according to the story, the outlaws were overtaken by the self-appointed Vigilantes. A running gun battle ensued. The outlaws headed for their rendezvous, closely followed by the pursuers. Many shots were exchanged along the route as the two factions encountered one another.

When the outlaws reached their main camp at Lost Island they made a last stand. But they were outnumbered and many were killed by the vengeful citizens. Some of them died in the water as they attempted to escape. The island was surrounded by members of the Vigilantes.

Traces of Lost Island can still be found in what is now known as Beaverville Sloughs. There is an area about fifteen miles square that was opened to settlers by draining the waters from Beaver Lake. The oblonged-shape of Lost Island can still be seen as higher ground than that of the surrounding community.

However, nothing has ever flourished on the soil of the old lake bottom. There seemed to be an alkali content that rendered the soil unproductive. This tract still remains in its wild state. It has been considered useless by the residents of that section of the state.

CHAPTER XXXI

WHEN LINCOLN PRACTICED LAW IN DANVILLE (By Clint C. Tilton)

BIRTH AND EARLY LIFE—FIRST PUBLIC APPEARANCE—EARLY POPULARITY—INNUMERABLE LINCOLN STORIES—ADMISSION TO THE BAR IN 1837—RIDING THE CIRCUIT—EARLY LAW PARTNERSHIP—THE FRIENDSHIP OF WARD HILL LAMON—ELECTED PRESIDENT—ASSOCIATION OF LAMON AND EUGENE FIELD—PERSONAL HABITS OF LINCOLN—LAST APPEARANCE IN DANVILLE—NEWS OF LINCOLN'S ASSASSINATION.

Abraham Lincoln was born in Hardin County, Kentucky, February 12, 1809, the son of Thomas Linckhorn and Nancy Hanks. At best his parents could be classed only as "poor white trash" and lived in direst poverty. His father could neither read nor write and his mother's knowledge was but little more. Add to this, the father was shiftless and erratic and his only profession, if it could be so called, was that of a carpenter of the hatchet and saw variety.

But he seldom labored. In 1817 he decided to seek a healthier location, as he expressed it, though some writers assert that the illfeeling roused in the neighborhood by his action in biting off Abe Enlow's nose, while engaged in a rough and tumble fight with that worthy, was his real reason for going. Accordingly, he sold some of his belongings and with the proceeds purchased four hundred gallons

of whisky. Building a flatboat, he loaded the whisky, his carpenter tools and other junk thereon, and started in search of his Eldorado.

After a strenuous voyage, in which the boat capsized at a point near where Knob Creek empties into the Ohio River, he finally landed at a point in Perry County, Indiana. Leaving his plunder in the care of a settler he set off on foot into the wilderness. He soon came to a spot to his liking, near the present town of Gentryville, Indiana, sixteen miles from the river. Then returning on foot to Kentucky, he borrowed two horses from a brother-in-law, and loading his bedding and his pots and pans and his wife and his two children, Sarah and Abe, returned to the place where he had stored his goods. Here he rented a wagon and moved to the chosen spot. A rude three-sided cabin was hastily erected, the front being open except for the protection of a sail-cloth. In this rude hovel an entire Indiana winter was spent by the family before the father could generate sufficient steam to build a cabin. In the fall of 1818 the frail mother fell a victim to milk sickness and died. She was without medical attention and was laid to rest in a rude coffin fashioned by the husband. She was laid to rest unsung and without a prayer, but a few months later an itinerant preacher came to the neighborhood and services were held at the grave. Possibly it was the horrors of this motherless winter that saddened the soul of the man whose memory we revere today. With the coming of the birds and flowers the mind of the father again turned to thoughts of love, and that fall he hied back on foot, of course, to his old Kentucky home.

After a four-day courtship he wooed and married Sarah Johnston, who was Sally Bush, a boyhood sweetheart, then the widow of the town jailer. She had three children, but

best of all, she had furniture and bedding and other articles needed in a home. She had some money, too. Back to Indiana came Thomas with his bride and her family, and she, good soul, seems at once to have taken little Abe to her heart. She was a woman of refinement and some education, and it is to her good offices that the Lincoln of history owes much. She aided him in his effort to learn to read and write and furnished the inspiration necessary to his self-improvement. That she was a woman of real ability is proved by the fact that she even taught her husband to sign his name, although he never mastered the rest of the alphabet. Still seeking a healthy location, in 1830, he again loaded his belongings, and after a three weeks journey, settled at a point ten miles west of Decatur, Illinois. With the family safely placed, Abe, who was now twenty-one years of age, decided to strike out for himself. Thomas Linckhorn passes out of the picture. He moved at least three more times in search of a healthy location, and died in Coles County, Illinois, of kidney trouble, at the age of seventy-three. And it was as a professed Christian that he passed on to his reward, if we are to believe one of Old Dennis Hanks' ill-spelled notes to his friend Billy Hernden, which reads, "Old Tom wuz a Babtiss in Kentucky, a Camelite in Indiania, but he diiede a good Presbyterian in Illinoy."

Here began the odyssey of the boy from the hovel of the very poor, which was only to end its upward trend when an assassin's bullet brought him to his grave. In the next seven years we find him successively as a laborer, a flatboat hand, a clerk, an Indian fighter, a failure as a merchant and an unsuccessful candidate for the Legislature. But each disappointment found him just a bit surer of himself and just a bit better fitted for the next venture. All

this time he was making friends who were to remain constant and true in the years to come. His election as captain of a company in the Black Hawk War is an indication of his popularity. He was without military experience yet was the almost unanimous choice of his comrades in arms. While engaged in this adventure he met and served with Captain Robert Anderson, afterward commander at Fort Sumpter; Albert Sidney Johnson, who was killed at Shiloh, Capt. Jefferson Davis, afterward president of the Confederacy, and Maj. Zachariah Taylor, afterward president.

It was during this service that we have one of the innumerable Lincoln stories. It seems that his company was marching twenty abreast when they came to a fence with but a narrow gate. The captain did not know the proper command in order to get the company in single file. Nothing daunted, however, he cried: "Halt, This company will now be dismissed for one minute and will then reform—on the other side of the fence."

Returning from the war he was elected a member of the Legislature in 1834, and re-elected the next three successive terms, when he declined to again be a candidate. In 1837 he was admitted to practice as a lawyer and removed to Springfield, forming a partnership with John T. Stuart, which lasted until 1841 when he united with Stephen T. Logan. Two years later this partnership was dissolved and he opened an office with William M. Herndon, which association lasted until he left Springfield for Washington to assume the presidency.

Soon after his admission he began riding the circuit along with Stuart, Logan, Henry Whitney, Oliver Browning, William Bissell, Stephen A. Douglas, David Davis and others. Gradually he expanded the circuit of his travels

until the late forties, when he became a regular attendant at the sessions held in Paris, Urbana and Danville.

His services were in unusual demand here and he formed a partnership with Ward Hill Lamon for the handling of local business. This partnership began in 1850 and lasted until 1858, when Lamon was appointed district attorney. The last two years of their association the office was removed to Bloomington. Their association was one more of friendship than of business and in the later turbulent years it is asserted by those who knew Lincoln best that Lamon was the one man whom he trusted more than any other. He was not only his friend and confidant, but his guard and protector as well. A word regarding this eminent Danvillean will not be amiss.

He was born in Virginia and came to Danville in 1847. He was admitted to the bar in 1850 and the local partnership began at that time. Ward Hill Lamon was one of the outstanding characters of early Danville. He was a champion wrestler, an ardent drinker and a leader in every movement to promote the growth of the settlement. He and the late lamented "Chickamauga Jim" Kilpatrick shared the honors of being the two first to be arrested after the town had attained the dignity of a government. It was for disorderly conduct and resulted from giving a beating to Jacob Schatz, a grocer, who had refused them further whisky except on a cash basis. The store was on the site now vacant just west of the Woodbury drug store. I had this statement from Jim himself. While truth forbids the statement that the arrest caused either of the assailants to forego the use of the product made by Distiller Bushong at his plant north of the town on the site now occupied by Will Hartshorn's fine residence, it may be that the beating was the cause of the following advertisement,

which I find in Chicamauga Jim's own paper, the Vermilion County Press, under date of April 11, 1860:

“Quit Selling Whisky

“I wish to inform the people of this vicinity that I have concluded to deal no more in the article of whisky. No person need apply to me for any hereafter, because I am determined to sell no more after this date.

“Jacob Schatz.

“Danville, April 4, 1860.-n147mI.”

When Lincoln was called to Washington as president, Lamon was a member of the party who accompanied him. He had expected a foreign appointment from his friend, but ten days before the date of departure he received a short note from Lincoln asking him to accompany the party, and come prepared for a long stay, as he needed him. When it was decided at Harrisburg that Lincoln should enter Washington secretly, he personally chose the Danville man as his sole companion. When this decision had been made, Governor Curtin, of Pennsylvania, in his memoirs states that he called Lamon to one side and asked if he was prepared for every emergency. He replied by exhibiting a fine brace of pistols, a huge bowie knife, a black jack, a pair of brass knuckles and a stout hickory staff. Shortly after the inauguration Lincoln desired trustworthy information regarding conditions in Charleston, South Carolina, and also wanted to send a verbal message to Major Anderson at Fort Sumpter. As happened when a later president wanted dependable information concerning conditions in Cuba, a Danville man was chosen for the dangerous mission. It was performed with credit, but not before the agent came dangerously near hanging when his identity was discovered by a mob in Charleston.

In May of that year at a personal expense of twenty-two thousand dollars for which he was never reimbursed he organized a regiment and was commissioned as colonel. He only served until the following December, when at the personal request of the president he returned to Washington and assumed the duties of marshal of the District of Columbia under which title he was the personal bodyguard of the executive. Many historians assert that the assassination of Lincoln would not have occurred if Lamon had not been absent in Richmond on a secret mission at that time. He accompanied the funeral train on its journey to Springfield and later spent a few days with friends in this city. This was his last visit to the scene of his early struggles. President Johnson offered him a cabinet position, which he declined. With his friend dead, public service had lost its charm. After some years in the practice of law in Washington, he went to Denver in 1879, in an effort to regain his health. There he met and became a chum of 'Gene Field, the poet, and I want to close this reference to the eminent Danvillean with a little story told by his daughter, Dolly Lamon, who now resides in France with her husband.

One day when Field dropped in to see Lamon he found him asleep on the floor. Field waited some time, thinking Lamon would wake up but he did not; so finally Field pencilled the following verses on a piece of paper, pinned it to the lapel of Lamon's coat and quietly left:

As you, dear Lamon, soundly slept
And dreamed sweet dreams upon the floor,
Into your hiding place I crept
And heard the music of your snore.

A man who sleeps as you now sleep
Who pipes as musically as thou—
Who loses self in slumbers deep
As you, oh happy man, do now
Must have a conscience clear and free
From troublesome pangs and vain ado;
So ever may thy slumbers be—
So ever be thy conscience, too
And when the last sweet sleep of all
Shall smooth the wrinkles from thy brow,
May God on high as gently guard
Thy slumbering soul, as I do now.”

This incident occurred in the summer of 1882. Eleven years after Colonel Lamon lay dying. He was conscious till the last moment, but had lost the power of speech. His daughter watched beside him all these hours, hoping for a word. She was so stunned during this long watch that she could not utter a prayer to comfort her father's soul, but just before the final summons, the last lines of the little poem came as an inspiration, and she repeated aloud to her dying father:

“And when the last sweet sleep of all
Shall smooth the wrinkles from thy brow,
May God on high as gently guard
Thy slumbering soul, as I do now.”

These were the last words Col. Lamon ever heard on earth.

One of the good Lincoln stories has to do with Lamon. As told in his Recollections, one day while court was in session in Bloomington, between cases, he engaged in a

wrestling match, in which the seat of his trousers was torn away. Just at that moment he was called into court to prosecute the next case. Hastily donning his coat, he began the trial. But the coat was short. In a spirit of fun a young lawyer started a subscription for a fund to purchase a new pair of pantaloons. Each lawyer subscribed some ridiculous amount until the paper was handed to Lincoln, who wrote, "I can contribute nothing to the end in view."

Lamon came here an ardent Democrat, but was the first of many who have since found it to their political, business or social advantage to jump over the fence into the pasture of the majority party, where the brouseing was a bit better.

Like Washington, Lincoln had three love affairs. The first with Ann Rutledge, the belle of New Salem, has been the theme of countless pens. Molly Owens was the next one to attract him. She failed to enthuse and after a short courtship he gave up the struggle. Then came Mary Todd, the Kentucky belle, whom he met while she was a guest of her sister, Mrs. Ninian Edwards, in Springfield. The courtship was a stormy one, with an interval when the engagement was broken, but finally ended November 4, 1842, with their marriage. Herndon is authority for the story that on the wedding day a small boy in Butler's boarding house saw Lincoln attired in a new suit of clothes, and asked him where he was going. "To hell, I guess," he replied. If the testimony of those who were closest to Lincoln is to be believed, the squalls of the courtship days continued to blow. Mrs. Lincoln, at best, was quick tempered and prone to violent outbursts. That Lincoln avoided his home as much as possible, is the testimony of many. Raleigh Diller, a pioneer druggist of Springfield, some

years ago told me that to his knowledge for a week at a time, Lincoln would sleep on the floor of his office in Hubbard Row, rather than go home and face a tongue-lashing. It was also a matter of comment among those who rode the circuit with him, that Lincoln was the only one who never took advantage of a court recess, while on the circuit, to spend a week at home.

His personal habits were clean, and although the best testimony is that he occasionally took a drink, he never indulged to excess. It is generally agreed that he imbibed more as a matter of sociability than from appetite. Several of his historians quote him as personally being opposed to its use. Ward Lamon, however, tells of a party at the home of Mrs. Dr. Scott, here in Danville, at which he drank wine, and told his hostess: "I by no means oppose the use of wine. I only regret it is not more in universal use. I firmly believe if our people were to habitually drink wine, there would be little drunkenness in the country."

But while he was temperate in his own personal habits, a letter to his friend Josiah Speed shows that his wide tolerance would not permit him to inflict his views on the other fellow. In a letter he tells of joining a White Ribbon society, but, he writes, "I only attended that one meeting. I joined because I believed the folks were banded together to give each other moral support against temptation, but I found out that their purpose was to make the other fellow do likewise against his will—and I never went back."

Lincoln's love of personal liberty is also shown in another letter to Speed, discussing the Know-Nothing party, in which he says: "When the Know-Nothings get control it will read, 'All men are created equal—except negroes, foreigners and Catholics.' When it comes to this I should prefer emigrating to some country where they

make no pretense of loving liberty—where despotism can be taken pure and without the base alloy of hypocrisy.” But there is still another evidence of Lincoln’s toleration. I refer to his defense of Father Chiniquy, apostate Catholic priest, whose trial on a criminal charge was held in Urbana in 1856, and later continued until the May term, 1857. Feeling ran high and it had been necessary to bring the hearing from Kankakee County on a change of venue. It was a case which many a young lawyer, with political aspirations, would have refused to take, but Lincoln, always the friend of the under dog, accepted and was the trial lawyer at both hearings. And his total fee was a due bill for fifty dollars, although the two Chicago lawyers who originally had taken the case, had charged one thousand dollars. It doubtless was this spirit of fair play that caused him to volunteer and defend the father of Joseph Jefferson, the actor, when the church people of Springfield sought to close his theatre. A great soul, this man Lincoln, who could find no evil in either Catholic or Protestant, wet or dry, strolling player or bigot churchman, but who was ever ready to give legal battle in behalf of the victim of intolerance in any form. Great, indeed, this boy from the hovel.

Lincoln began riding the old Eighth Circuit in 1840, but it was not until his term in congress in 1846, that he regularly came to Danville. After 1848, when his friend David Davis was elevated to the bench, he never missed a session until the fall of 1859. At court time there was sure to be a crowd around when Lincoln arrived, as he was known and loved by all. However, this popularity as a story teller and good fellow caused some who liked him best to doubt that he had the dignity to make a president. This view is reflected in the attitude of one of the two

republican papers printed here at that time. Price Smith, in his Vermilion County Republican, advocated the nomination of Solomon P. Chase for president and Lincoln for vice-president. But "Chickamauga Jim's" Vermilion County Press carried on a hot fight for the nomination of Lincoln for president and Simon Cameron for the second place. In the election Lincoln carried the county by six hundred and forty-four and the state by twelve thousand, but lost his home county of Sangamon to Douglas, by forty-two.

As a lawyer, his ability before a jury was unquestioned, but his knowledge of law was not profound.

He was popular with the people, however, and his services were always in demand. Judge David Davis is authority for the statement that at some of the court terms in this city, Lincoln would appear on one side or the other in every case on the docket. He always was on the alert to make friends, and incidentally, clients. At the various taverns on the circuit it was the custom always to seat Judge David Davis at the head of the table, and the various "Riders" vied with one another to get a place next the eminent jurist—that is, all except Lincoln. He would be found at the other end of the long table, where the prospective clients or jurors would be seated. There was no money in fraternizing with his fellow practitioners. But while his fees were many, they were for such small amounts that in the present day his charges would cause him to be disbarred. And sometimes his sole reward would be the knowledge of a kindly deed well done. This is illustrated in the case of Reverend Enoch Kingsbury, here in Danville. A man sought his services to bring suit against the Presbyterian minister, when Lincoln replied:

"I know Enoch Kingsbury, and I know he is an honest man. If your claim was a just one, he would settle.

Usher P. Linder, of Charleston, was not so squeamish and entered suit, whereupon Lincoln volunteered without pay, and vindicated the minister.

On arrival here he would put up at the McCormick house in West Main Street, and each evening during his stay, unless he was visiting with Doctor Fithian or Oliver Davis, a crowd was sure to be found either there or across the street at "Doc." Woodbury's drug store, with Lincoln the center of attraction. His inexhaustible fund of stories and his rare ability in their telling never failed to hold the crowd.

A warm friendship existed between the lawyer and Doctor William Fithian, and he was frequently an honored guest in his home. This is the home now occupied by Charles Feldkamp and it was from the balcony of this building that Lincoln delivered one of the few impromptu political addresses in this city. His only planned political speech here was delivered in a grove near the site of Douglas Park on September 22, 1858, the day following the appearance here of Stephen A. Douglas.

It was, however, at the home of Judge Oliver L. Davis, where Lincoln most often visited. Here, if the hotel was overcrowded, he was sure to find a bed, and here many pleasant evenings were spent playing Old Sledge with his host, Lamon and Judge David Davis. Their cottage stood on the lot now occupied by the post office.

When the local partnership with Lamon was formed, in 1850, they took an office in the old Barnum building, which stood on the site now occupied by the First National Bank. It was removed some years ago to a point in East Main Street, across the railroad tracks. For many years

it was occupied by the War Museum saloon, until it was destroyed by fire. Judge Terry, with whom Lamon officed while attending court here, after his removal to Bloomington, also occupied a room in this building. The late Hiram Beckwith studied law there under direction of Lamon.

The finding of the papers in an old building in Kentucky a few years ago showed that Lincoln was at one time sued for the alleged misappropriation of funds collected for a client. It seems to have been a spite suit instigated by a brother-in-law, and never came to trial. It was of some local interest, as the papers show that Lincoln was attending court here when he received notification of the proceeding and his answer to the charges were written here and attested by the clerk of the Danville court.

It was also in Danville, in November, 1859, his last appearance in court here, when he definitely accepted the invitation for the Cooper Union speech in New York the following February. For this speech he received two hundred and fifty dollars and paid his own expenses. The New York Times in announcing the event said, "Abraham Lincoln, a lawyer with some local reputation in Illinois."

His nomination and election to the presidency are too well known to need comment. There is some local interest in the fact that on election day in Springfield he was accompanied to the voting place by Ward Hill Lamon and Colonel Elmer Ellsworth, who was killed in Alexandria, Virginia, at the beginning of the war. Before handing in his ballot he showed them that he was only voting the state and county ticket, as he said his conscience would not permit him to even indirectly vote for himself by casting a ballot for the republican electors.

Lincoln was in Danville for the last time at 12:12 p. m. Monday, February 11, 1861, on the special train enroute

to Washington. The train did not stop, but moved slowly past the old Great Western depot. Lincoln and Lamon were on the platform of one of the cars, and the former asked some of the crowd gathered there, if Judge Oliver Davis was present. At State Line the train was held a short time, before being transferred to the other railroad. A number of our citizens drove there and bid their friend adieu. As the train slowly steamed out of sight, Lincoln was seen alone on the rear platform, sadly looking back toward Illinois.

The news of Lincoln's assassination and death reached Danville at ten o'clock April 15, 1865. There was universal sorrow, and the gay decorations that had been put up a few days before in celebration of Lee's surrender were hastily torn down and replaced with mourning. Professor A. G. Draper of Washington, then a printer in one of the newspaper offices, says all business was suspended and within a short time the streets were deserted. It seemed that the old friends who had known and loved him wanted to mourn in secret.

Lincoln was dead, but the government at Washington still lived. He had attained the highest position within the gift of the people and had been faithful to his trust. No man of his time could measure up to him. Many of our statesmen, it is true, have been self-made, rising gradually through struggles to the topmost round of the ladder, but Lincoln rose from a lower depth than any of them. As Stanton said, "He now belongs to the ages." And this is the man who a few years before had refused to be associated in a lawsuit with Lincoln because of his uncouth appearance.

CHAPTER XXXII

MISCELLANEOUS

YOUNG WOMEN'S CHRISTIAN ASSOCIATION — THE DANVILLE PUBLIC LIBRARY.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION

It was on April 19, 1910, that a formal organization was perfected and the Young Women's Christian Association took up its home on North and Walnut streets, and Mrs. W. C. Rankin was elected president of the first Board of Directors. The other members were: Mrs. T. D. Allen, Miss Bertie Braden, Mrs. F. W. Butterworth, Mrs. J. G. Cannon, Jr., Mrs. E. S. Clark, Mrs. W. A. Connelly, Mrs. E. B. Coolley, Miss Georgia Dale, Mrs. W. G. Dobbins, Miss Martha Green, Mrs. J. M. Guy, Mrs. C. B. Hooton, Miss Minnie Lane, Mrs. Hannah Lysle, Mrs. Georgia Palfrey, Mrs. Theo. Schultz, Miss Helen Payton, Mrs. George Wright, Mrs. H. H. Whitlock, Mrs. O. P. Yeager.

Miss Mary Hayes Watson was the first General Secretary, and many women can now recall the thrills and adventures of the numerous activities that were set in motion in those early days of the Association. Gymnasium classes and the food service have been maintained from the first. Classes in Bible, sewing, and hat making were held.

Miss Jessie L. Marriner succeeded Miss Watson as General Secretary.

The movement changes to meet the needs of the time, the girl, and the group. Every year brings new demands, new responsibilities and new perplexities to women; the Association cannot stay static. It keeps its directions and principles, but changes its ways of doing things.

So as one looks back through the life and activities of this movement in Danville and sees certain clubs and classes superseded by others, it is but proof that this is a movement, and therefore change is inevitable. "The Fellowship Club," "Rain and Shine Club," "Geneva Club," and "Citizenship Club" will raise a thousand memories of work and play and comradeship that bore rich fruit in lives of those they touched. The Story Tellers League is one of the older groups which still meets in the building.

The World War brought to this Association, as to all others, a new responsibility. The needs of the Red Cross work became an absorbing feature as did the problem of recreation. This need was met in a generous and devoted way.

Workers in the Young Women's Christian Association of a decade ago, never fail to recount the experience of the "Fair Grounds Lunch Room." If such tales are true the number of pies consumed during the period of one of those Fairs would reach 'nigh unto the moon. Another item one always hears when listening to a well seasoned "Y" person, is that of the "Beauty Contest" which was conducted at one time, a contest that included the "stronger sex" as well.

In an hour of reminiscing such as this affords, the "known delights" of the old camps bring a look of happiness to the faces of all the girls who enjoyed the "smell

of wood-smoke at twilight," and have with slow reluctance left the deepening splendor of the stars for the night's quiet sleep. The "Y of the Woods" that stood on the wooded slope near the Water Works, was the summer Mecca for hundreds of girls. The Camp cannot be passed over without a word for the ministration of Mr. Simons. A stranger would gather from the comments of many a guest at the old Camp, that Mr. Simons was advisor, guardian, swimming instructor, life guard and, best of all, friend, rolled into one.

At this time a residence was maintained on Walnut Street presided over by Mrs. West. The good done, as well as the good times, carried on at this place cannot be measured by the number cared for.

Under the progressive and forward looking leadership of the women interested in the Young Women's Christian Association, the work outgrew the North Street rooms, and steps were taken looking toward a building, which should adequately take care of the work. In 1920, a campaign executive committee was organized, headed by M. J. Welford. Mrs. E. B. Coolley was at this time president of the Board of Directors.

The work of raising three hundred thousand dollars was carried forward with zest during the month of May, 1920. It is with deep appreciation that the work of the subcommittee will always be remembered. Julius Hegeler, F. E. Butcher, Grant Holmes, and J. A. Meeks, who gave time and effort without stint to this cause, as well as the splendid work of all committees is attested by the present structure on the corner of Hazel and Harrison streets which is more than a Young Women's Christian Association building, it is a community center, for not only

women's needs and women's organizations but many men's organizations and civic gatherings find shelter here.

This period of history cannot be passed without incorporating the name of Miss Harriet E. Tenney, who was the general secretary during this time of tremendous expansion. The imprint of her tireless work and consecrated effort are stamped on every page of this history.

The new building was dedicated in February, 1923, and thrown open to the public. All this equipment demanded added help in order that the greatest good could be derived from it. The huge gymnasium, the beautiful swimming pool, the club and class rooms, the Young Women's Christian Association residence with a capacity for nearly half a hundred girls, its Cafeteria with every known equipment, brought a responsibility to the board of directors that only those who serve understand.

New avenues of work have been found with business girls and girls employed in the industrial plants. Study and discussion are encouraged, cooperation between employing and employed groups are fostered. It is ever the purpose of the Association to direct life toward ideals which shall make the adventure of life richer. A prime requisite to a rich life is a sound, clean body that radiates good health.

The facilities for physical development and recreation through this department are many. The Athletic Association, the Red Cross Life Saving Work, the splendid instruction in the art of swimming, are equal to those opportunities found in metropolitan cities.

A step in democracy in Association affairs is that all clubs are self-governing, and altruistic in purpose.

"The Blue Bowl" lunch room has been the work of the Business Girls League and deserves "honorable mention"

among the undertakings. It is fulfilling a mission not unlike the place provided by in the First Presbyterian Church in the days of old.

Those who have served as presidents are: Mrs. W. C. Rankin, 1910-1912; Mrs. R. H. Sherwood, 1912-1914; Mrs. E. B. Coolley, 1914-1918; Mrs. O. J. Chapman, 1918-1920; Mrs. E. B. Coolley, 1920-1924; Mrs. W. A. Connelly, 1924-1927; Mrs. D. E. Willard, 1927-1930; Mrs. O. H. Christ, 1930, present incumbent.

The general secretaries who have served are: Miss Mary Hayes Watson, 1910-1913; Miss Jessie Marriner, 1913-1915; Miss Harriet Tenny, 1915-1924; Miss Nellie S. Spencer, 1924-1928; Mrs. Edith Fisher Webber, September, 1928, present incumbent.

THE DANVILLE PUBLIC LIBRARY

The Danville Public Library had its beginning in a collection of books given to the Presbyterian Church by its pastor, Reverend James Culbertson.

These, with others whose purchase was made possible by a trust fund left by Mr. Culbertson, were used by the pupils of the Presbyterian Sunday School.

The need for larger quarters and more books arose, which resulted in a meeting being called by Mayor L. T. Dickason, in July, 1882. It was here decided to form a free Public Library, for the use of all citizens of Danville.

The location of this organization was on the second floor of the McDonald Building on West Main Street, adjoining the First National Bank Building.

In 1883, this organization became known as the Danville Public Library, which title it still holds.

More room being needed, the library moved to what is now known as the Tobin Building, at 132-134 Vermilion Street, occupying the entire second floor.

It remained in this location sixteen years, when it was moved to the Fera Building, on the northeast corner of Walnut and North Street.

The next move was in 1904, to the present building, the money for which was given by Andrew Carnegie, the lot being purchased by the city.

Reverend James Coe, formerly Rector of the Holy Trinity Church, was the first librarian, serving for five years, when failing health compelled him to give up the work.

He was followed by Miss Altha B. Witte, who acted as librarian from 1887-1890, when she resigned to accept a position at Pratt Institute in Brooklyn, New York.

Miss Josephine E. Durham succeeded Miss Witte and remained till the fall of 1920, when she gave up her position to go west.

Miss Sara Belle Seiwel, an assistant under Miss Durham, was appointed to fill the vacancy caused by Miss Durham's resignation and still holds the position with the following assistants:

Harriett Berger, Sarah Chestnut, Pauline Fecker, Ethel Young, Harriett Campbell, Vera Watts and Dorothy Thornton, who are in charge of the children's work, and Minnette Yeomans, hospitals and branch.

The first floor of the building contains reading, reference, stack rooms, office and catalog room, also a small room housing the historical collections of the Daughters of the American Revolution.

A large addition to the stack room has recently been completed through the generosity of the late A. L. Webster, who left a sum of money for this purpose.

This will double the capacity of the stack room, and will relieve the crowded condition of the shelves.

The children's room has a large south room in the basement, across from which is a lecture or assembly room. This is used by various clubs, High School students, etc.

The bound periodicals and newspapers are also on this floor, as well as rest rooms and mending rooms.

The librarian's report for 1929 gives the total number of volumes in the library as forty-eight thousand seven hundred and sixty-nine, eleven thousand one hundred and ninety of which are in the children's room.

The library maintains branches in six school buildings, a room on Illinois Street, known as the Oaklawn Branch, and stations in both hospitals.

Books are loaned to residents outside the city, but within the county, at a fee of one dollar per year. Last year one hundred and ninety-eight readers took advantage of this opportunity to borrow books.

The circulation for 1929 was two hundred seventy-six thousand eight hundred and eighty-eight—two hundred twenty-nine thousand seven hundred and two, main library; twenty-seven thousand three hundred and forty-five, schools; twelve thousand seven hundred and twenty-three, branch; seven thousand one hundred and eighteen, hospitals.

The library is supported by an appropriation from the city, and the following are members of the Board of Directors:

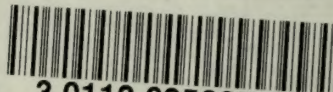
E. R. E. Kimbrough, president; W. O. Edwards, vice president; Thos. Conron, treasurer; Louis Platt, Mrs. F. M. Mason, Clint Tilton, W. J. Bookwalter, Percy Platt, Columbus Schatz, and W. R. Jewell.

The library does a great deal of reference work for clubs and organizations of various kinds, the most, however, is with High School pupils.

In the past ten years the circulation has more than doubled, and nine are on the staff in place of four in 1920.



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